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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Hoyt-Blanchard Grain Co., wholesale grain.
Jolley Grain Co., grain merchants.
Norton Grain Co., milling wheat a specialty.

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Kelly, Edward, wholesale grain & commission.
Woodside-Smith Gr. Co., receivers & shippers.

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*Members Grain Dealers National Association.

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A Merry Christmas and a Happy and Prosperous New Year



HAT your happiness and prosperity of 1913 overflow, is our wish extended to you all.

PAUL VAN LEUNEN & CO.

CINCINNATI, OHIO

DECATUR, ILLINOIS



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of best wishes for a Merry Christmas and a
Happy and Prosperous New Year is sent

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Grain

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CINCINNATI

Chamber of Commerce

¶ Cincinnati is admirably located geographically, being the chief supply point for the south and southeast—a virgin territory which is being rapidly developed.

¶ The local manufacturing and distributing interests are large, and are represented in the hay and grain exchange, consequently the local consumption is quite a feature of the market and this with the southern trade brings about a very active cash situation.

¶ Shippers of hay and grain to this market are fully protected as their shipments are inspected and weighed by the Chamber of Commerce through its disinterested employees.

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Brown & Co., W. L.—Consignments
Cincinnati Grain Co.—Com'n Merchants
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Ferber Grain Co., The—Grain, Hay, Feed
Fitzgerald Bros. Co., The—Strictly Com'n
Gale Bros. Co., The—Grain, Hay, Feed
Gray, Ralph—Receiver and Shipper
Howard, H. W.—Grain and Hay
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Perin Bros.—Millers and Grain Merchants
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Feed
Stafford, J. R.—Grain and Hay
Trent Milling Co.—Receivers and Shippers
Union Grain & Hay Co.—Grain Buyers and
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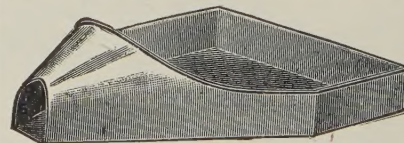
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bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila
sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that
each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following informa-
tion: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.;
Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears
out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rub-
ber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

MILWAUKEE CHAMBER OF COMMERCE MEMBERS

Grain Dealers

It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

L. BARTLETT & SON CO.
Milwaukee Chamber of Commerce

**STACKS & KELLOGG
GRAIN MERCHANTS**

909-11 Railway Exchange Bldg., MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat feed barley, screenings, off-grade and damaged grain.

TRY
M. G. RANKIN & CO.
on consignments of
Barley, Rye, Corn, Oats
First Floor, Chamber of Commerce
MILWAUKEE

**RYE: CHOICE GRADES
FRANKE GRAIN CO.**

415-417 Chamber of Commerce MILWAUKEE, WIS.
BROKERS—FEED AND GRAIN

GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5¼ x 8½ inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Ill.

B. G. ELLSWORTH

20-21 Chamber of Commerce, MILWAUKEE, WIS.

23 years experience in Milwaukee market
Consignments and shipping orders
given special attention.

F. R. Morris, Pres. T. W. Parry, Sec'y-Treas.

Morris-Parry Grain Co.
Buyers and Shippers All Kinds Grain
505 Chamber of Commerce
Milwaukee, Wis.

CHICAGO MINNEAPOLIS
J. V. LAUER & CO.

Grain Commission
BARLEY A SPECIALTY

Ship us your
next car.

Chamber of Commerce
MILWAUKEE, WIS.

*“Profitable
Consigning”*

THE
IMPORTANT
QUESTION.

“Profitable consigning”—the uppermost question in every grain shipper's mind. The uncertainty is always present in consignments—the efficiency of the commission firm, the conditions of the market and the most important—the satisfactory returns. All these are directly responsible for “profitable consigning.”

If there is any question in your mind—any doubt whatever about the returns on any car of grain, send that car to

MERENESS & POTTER CO.

W. E. Mereness, Jr., Pres.
M. H. Potter, Sec'y and Treas.

“It's the most satisfactory settlement”

Grain Commission
MILWAUKEE, WIS.

NEW YORK PRODUCE EXCHANGE MEMBERS

CUSHING & BRANDT,

Commission Merchants

CONSIGNMENTS SOLICITED

Buyers of Cash Grain

WE BUY HOT CORN. Make us offers, will always respond
MEMBERS—New York Produce Exchange, Chicago Board of Trade, Buffalo Corn Exchange,
National Grain Dealers Association.

424 PRODUCE EXCHANGE

NEW YORK

L.W.FORBELL & CO.

COMMISSION MERCHANTS

**GRAIN AND MILL FEED; OATS
A SPECIALTY**

Consignments Solicited

342 Produce Exchange, NEW YORK CITY

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H. L. HALLIDAY MILLING CO.
We Handle
WHEAT, CORN AND OATS
Cairo, Illinois

Magee Grain Company
GRAIN
Delta Elevator CAIRO, ILL.

It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.



To Every Grain Dealer

The Halliday Elevator Company

EXTENDS A

Merry Christmas and A Happy New Year

CORN and OATS

Consign to Us at Chicago

Sell to Us at Cairo

Member Chicago Board of Trade—Cairo Board of Trade

CAIRO

ILLINOIS

RECEIVERS, SHIPPERS AND BROKERS.

JOHN WICKENHISER & CO.

Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago Board of Trade

J. R. Harold Grain Co.

WICHITA, KANSAS

EDWARD KELLY

Wholesale Grain and Commission Merchant

In the heart of the Kansas turkey wheat and Kafir corn district.

Member Wichita Board of Trade—
Kansas Grain Dealers Assn.

Your Orders Solicited

Wichita, Kan.

WHEN "SEEDY"

Try

C. A. KING & CO.

Toledo Leads World

WILLIS E. SHELDEN

Wholesale Grain
JACKSON MICHIGAN

STOCKBRIDGE ELEVATOR CO.

Buyers and shippers of

GRAIN, HAY, BEANS and WOOL

"Quick service, give us a trial."

JACKSON, MICH.

BARRY GRAIN CO., Inc.

ALBANY, N. Y.
GRAIN COMMISSION

Chicken wheat a specialty. Quote us, and send samples of all off-grade grains you have to offer. We want new corn and oat offerings direct from country shippers.

W. W. WILLIS

BROKER

Central West Virginia Territory

Correspondence solicited.

Lowndes Bldg.

Clarksburg, W. Va.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

RECEIVERS, SHIPPERS AND BROKERS

McCRAV, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
None are more able to give you this than we.
Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

McLane, Swift & Co.

Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
BATTLE CREEK :: MICHIGAN

Paul Kuhn & Co.

Receivers and Shippers of

GRAIN

Terre Haute and Evansville, Ind.

**CRABBS REYNOLDS
TAYLOR CO.**

**GRAIN AND CLOVER SEED
CRAWFORDSVILLE INDIANA**

IOWA-DAKOTA GRAIN CO.

Grain and Commission Merchants
FURNISHING GRAIN TO MILLS AND INTERIOR POINTS A SPECIALTY
Write or Wire for Prices. **SIOUX CITY, IA.**

E. F. Shepard O. W. Trapp Chas. G. Clark

Shepard, Clark & Co.

218 Columbia Bldg., CLEVELAND, O.

GRAIN HAY STRAW

Dried Beet Pulp, "Hector" Distillers Grain, Mill Feed

E. I. BAILEY
CLEVELAND, OHIO

**Receiver and Shipper of
Corn, Oats, Millfeed**

ASK FOR PRICES

We want to hear from shippers of
OAT FEEDS AND OAT MIDDINGS

We buy all kinds of sample Wheat and Barley—also Malt Sprouts, Kaffir Corn, etc.
Correspond with us. Think it will pay you.

THE D. W. RANLET CO.
708 Chamber of Commerce BOSTON, MASS.

BALDWIN GRAIN COMPANY

**GRAIN BROKERS
BUYERS OF CAR LOTS**

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

L. E. SLICK & CO.

402-405 Livingston Bldg., Bloomington, Ill.

CASH GRAIN

We Buy Grain for All Markets.
Both Phones. Get Our Prices.

MATTHEW D. BENZAQUIN

**GRAIN AND FEED
Brokerage and Commission
Domestic and Export**

505 Chamber of Commerce, BOSTON, MASS.



We've Appreciated It.

Yes Sir, Mr. Grain Man, we've appreciated your past patronage, and want to thank you right now. We've worked hard to please you, and by the large number of you grain men now employing our services, we trust we have gained our purpose. If we have not given you utmost satisfaction in your case, another trial will prove to you that it was unintentional and rare.

We are going to ask for a continuation of your favors to us, and hope that our service renders the same continuous satisfactory results that have warranted your past patronage.

To all grain dealers using Denver,—we ask a trial. We make a specialty of *White Milling Wheat, Malting Barley and Fancy Seed Oats*. We handle Corn, Oats, Wheat, Kaffir Corn, Cotton Seed Products, Seeds, in fact we handle grain of all kinds, either brokerage or commission.

Wishing all a Merry Christmas

E. E. SCOTT

Denver, Colo.

The Largest Grain Broker in the West

BROKERAGE

GRAIN COMMISSION

SALES AGENT: Kansas City Bag Mfg. Co., Kansas City, Mo., Denver, Colo.

We have induced reliable advertisers to talk to you.
If they interest you, mention that you saw it in The

Grain Dealers Journal

*"A Prosperous
New Year to You"*
It is Assured if You



*Buy From
American Supply Co.,
1110-1112 Farnam Str.
Omaha - Nebr.*



*Manufacturers and Jobbers
Elevator Machinery & Supplies
Gasoline Engines, Scales Etc.
Largest Stock — Lowest Prices.*

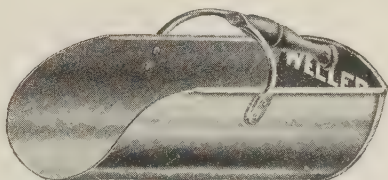
WELLER-MADE

Make a resolution to effect economies in handling your materials and transmitting your power

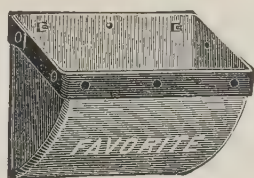
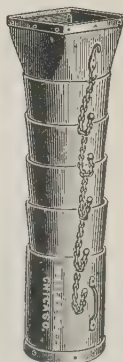
If you have the **will** we have the **method** to help make good your resolution. Our products and co-operation will make 1913 a banner year in **lowered production costs** in hundreds of mills and elevators throughout the country. Are you going to follow suit? Are you going to increase your profits by decreasing your labor costs? We can furnish the method!



SPIRAL CONVEYERS



SCOOPS

FAVORITE
ELEVATOR BUCKETS

CLOSED



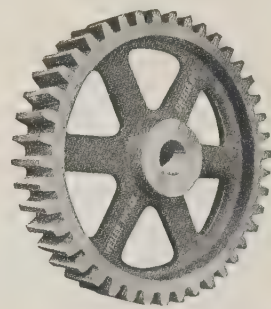
OPEN

Our Elevating and Conveying Machinery

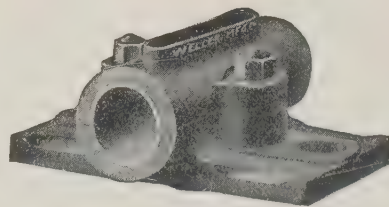
is designed on lines particularly suitable to mill and elevator needs, and embraces: Elevator Buckets and Scoops, Spiral and Belt Conveyors, Car Loaders and Spouts, Car Unloaders, Power Grain Shovels, Distributing Spouts, etc.

Our Power Transmitting Equipment

is famous for its thoroughness of design and construction, its efficiency and durability. All styles of Gears, Bearings, Friction Clutches, Sprockets, Pulleys, Shafting, Rope Drive Systems, etc., are carried in stock and shipped promptly.



GEARS



BEARINGS

No trouble for us to estimate on your requirements,

or to have our engineering department help you select the most desirable equipment for your needs. Write us for full details on any product. Catalog No. 20 free upon request.

Weller Mfg. Co., Chicago



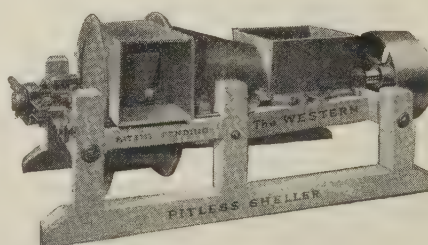
May the Coming Year

Bring prosperity to you in your particular line—through the use of a particular line of elevator machinery particularly adapted for the entire satisfaction of this purpose. Such is the wish of the "Western" line.

May you have a very Merry Christmas, and may the New Year bring you happiness and prosperity greater than you have ever known, and each succeeding day give you more cause for thankfulness.

"Western" Pitless Sheller

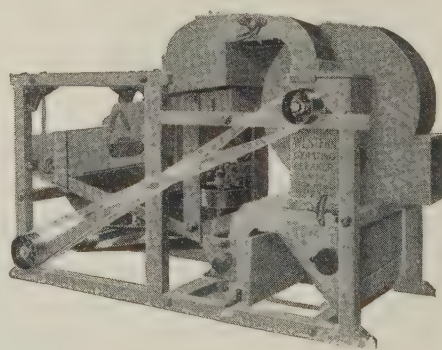
The only fan discharge sheller on the market which WILL NOT CRACK THE CORN. It can't. No pit or tank necessary, discharges directly into elevator boot, right or left, under or over. Can be adjusted to all kinds and conditions of corn while running at full speed. Positive, full turn, screw feed conveyor giving the largest possible capacity in proportion to the size of the sheller. Durable, simple, efficient, satisfactory. 125 to 2500 bushels per hour.



"Western" Gyrating Cleaner

Cleans more grain better than any other cleaner of equal capacity on the market, better separation, better control, less vibration, greater durability, and the least expensive and most convenient machine to install.

Discharge on a direct line below where the grain enters, and at just a natural point for reaching the bins or spouting into cars, and entirely away from the cob discharge. Cleans small grains as well as corn with simple and easy changing of adapted screens.



Thanking our patrons for past patronage and hoping to be favored with the continued favors of our customers, and a trial from every grain elevator operator.

Write today for "Everything from Pit to Cupola."

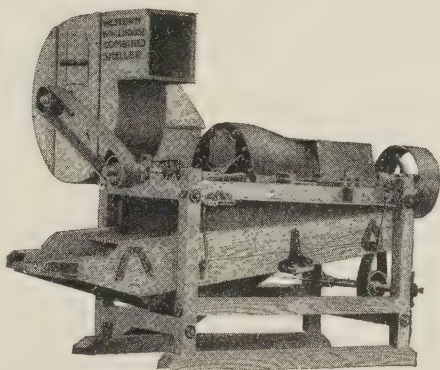
UNION IRON WORKS

DECATUR, ILLINOIS



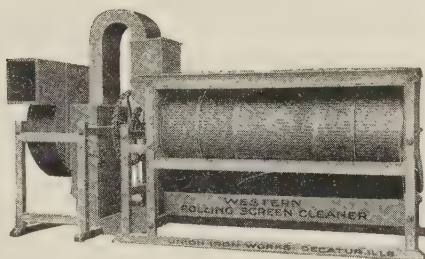


*Where an improvement is needed—
A "Western" machine invariably
satisfies the need—for a long time.*



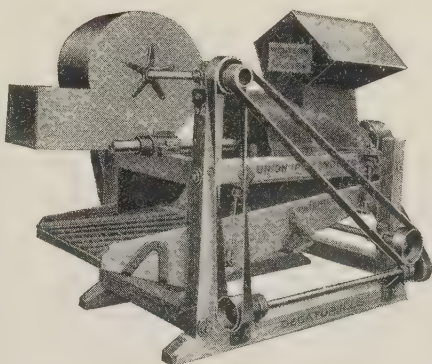
"Western" Warehouse Combined Sheller

Furnished with or without elevators, thus making a combined sheller and cleaner for mills and elevators, where a sheller of small capacity is needed. Provided with a powerful suction fan, keeping shelling room free from dust and dirt. 125 to 600 bushels per hour.



"Western" Rolling Screen Cleaner

Double suction, dustless, simple, durable, perfect work, requires no attention, and is the best Rolling Screen Corn Cleaner on the market. No vibration, built in four sizes. 125 to 1000 bushels per hour.



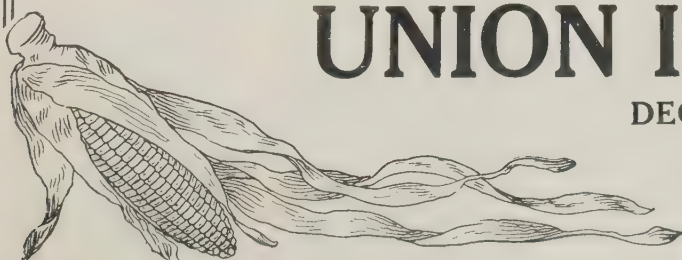
"Western" Mill Sheller

A perfect machine of small capacity. Simple, strong, durable, self-feeding, dustless, noiseless, easily adjusted to suit different conditions of corn; can be changed to run in either direction by simply crossing belt that drives counter shaft. The hopper is reversible. Shells the corn clean from the cob and cleans it perfectly with a suction fan; is small, runs at slow speed, requires but little power, and is in every respect the best Mill Sheller on the market. Will fit this machine with both ear corn and sacking elevators at an additional cost if desired. 60 to 75 bushels per hour.

Grain Cleaning, Handling, Conveying, Elevating and Power Transmission Machinery and all the intricate parts and supplies always on hand, and can be shipped you over night.
Let us send you "Everything from Pit to Cupola."

UNION IRON WORKS

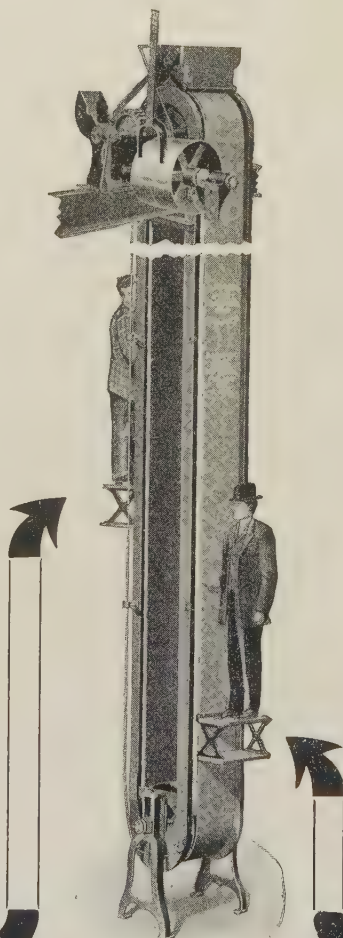
DECATUR, ILLINOIS



All Steel Construction

Barnard's Employees Belt Elevator is constructed entirely of steel and iron. Not only this but it has an independent bracket support and rollers for each tread. These supports are hinged at the center, allowing a sufficient movement to compensate for the changed position of the bearing rolls when passing around the head and foot pulleys.

**The Steps
Do Not
Tip**



**The Steps
Do Not
Tip**

The shaking or jarring motion is thus eliminated and the machine given greater durability. This in connection with its all steel construction makes the machine the most durable, the most silent, the smoothest running and most efficient elevator on the market. Give it a trial. It will save its cost in a short time.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

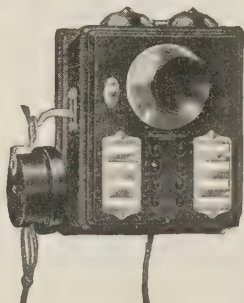
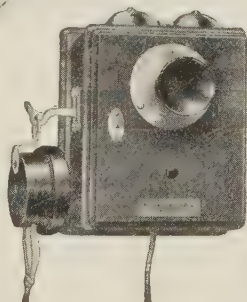
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





There is a *Western Electric* *Inter-phone*

They
are
made for
large
or
small equipments---
from
two-station
to
twenty-four station size.



for every condition
of service
and
for every condition
of purse.

They are easy
to
install,
maintain
and
operate.

Your offices,
warehouses and elevators
will be easier to manage after
you have installed Inter-phones.

*Our Booklet 6490 gives details of these
intercommunicating telephones.*

Write for it today.



WESTERN ELECTRIC COMPANY

EVERY BELL TELEPHONE IS

Manufacturers of the 6,000,000 "Bell" Telephones

"SAVE TIME AND FREIGHT"



WESTERN ELECTRIC TELEPHONE

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Tokyo



EQUIPMENT FOR EVERY ELECTRICAL NEED

"TELEPHONE OUR NEAREST HOUSE"



A. T. Ferrell & Co.

wish to extend a Verie Merrie Christmas and a Happie and a Prosperous New Year to all in the Grain, Seed and Bean Trade.

We wish to thank those to whom our closing of our most successful year is due, users of the "Clipper" Cleaner. We are confident that "Clipper" Cleaners will warrant the continued favors of our past customers, and take this opportunity in asking an investigation and inspection of the "Clipper" from every elevator operator during 1913.

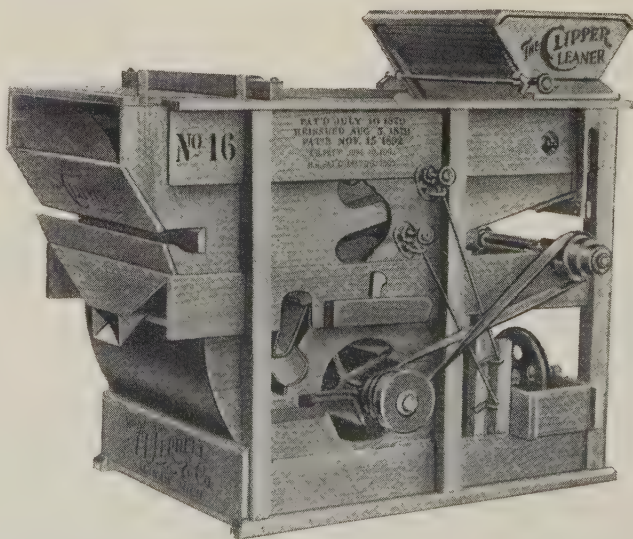


No. 16 Clipper Seed and Grain Cleaner

This is a first-class cleaner of medium capacity, which will make any separation that can be made on our largest and most expensive machines.

It has traveling Brushes on the screens and can be equipped with Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

The machine is light running, well made, nicely finished and guaranteed to give satisfaction.

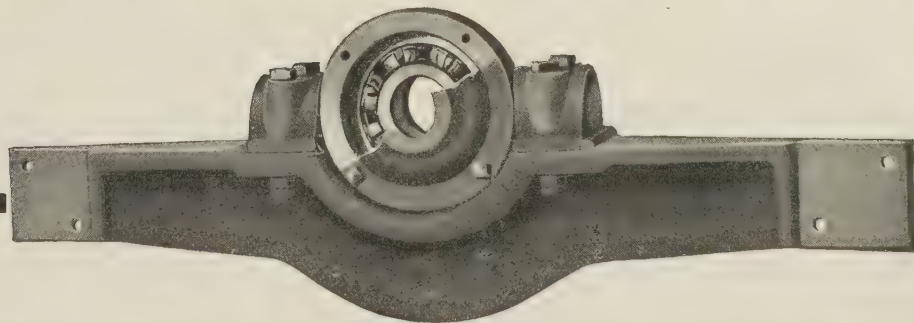


Send For 1913 Catalog Today

A. T. FERRELL & CO.

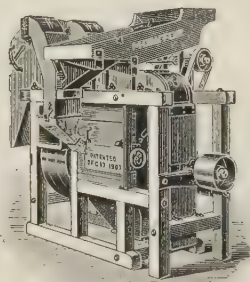
Saginaw, W. S. Michigan

"MONITOR" Ball Bearings



The Utmost In Power Saving

Oat Clippers

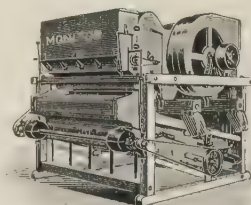


The utmost reduction in power is ensured every user of "Monitor" Ball Bearings. They are easily the *most practical*, the *simplest in design*, the *most effective* in actual service, the *most substantial* and the *most durable* of any grain cleaning machine ball bearing to date. They are at once *different* and *superior* and— are *sensitively self-aligning* in every sense of the word. Illustration is from a small size oat clipper bridgetree—bearings for our 90 odd styles of separators have the same exclusive "Monitor" features. Until you have investigated "Monitor" Ball Bearings you are *not* fully posted on modern bearing equipment for grain cleaners or oat clippers.

Send for Catalog No. 45.

HUNTLEY MFG. CO., Silver Creek, N. Y.

Grain Cleaners



GREETING

We hope the Coming Year will be a
Happy and Prosperous Year for you.

Nordyke & Marmon Co.

America's Leading Mill Builders

INDIANAPOLIS, IND.

Established 1851

"NESTOR" FOR ELEVATORS

Such is the title of a Booklet which will show you how this

SOLID WOVEN WATERPROOF BELTING

can save you money by increasing the efficiency of your elevator.

When you write for sample and price list, kindly mention this paper.

The American Fabric Belting Co.
CLEVELAND, OHIO.

50% Superior Construction

— PLUS —

50% Superior Quality

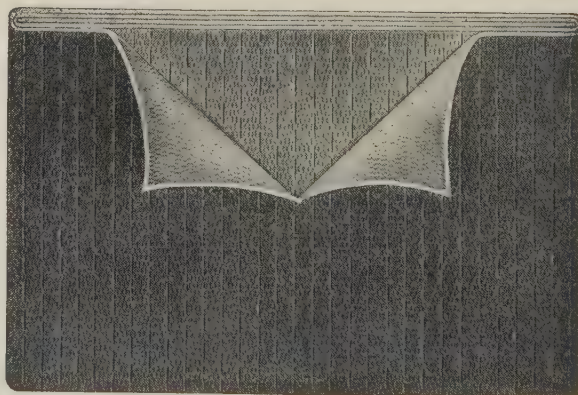
— EQUALS —

100% Superior Efficiency

That's the way it will work out if you will discard rubber belting (which deteriorates whether in or out of service) and try our

"REXALL" DOUBLE-STITCHED BELTING

A scientifically constructed belt for GRAIN ELEVATING and CONVEYING



Are you a procrastinator?

Have you been going to investigate belting for your new elevator?
Have you been going to install new belting in your old house?
Are you looking for the best elevator belting made?
Then here it is—stop procrastinating—

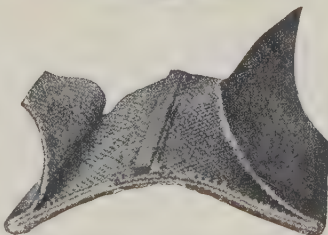
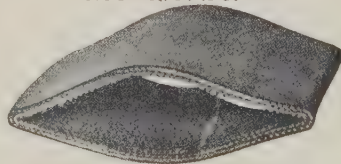
Salisbury "R. F. & C." Solid Woven Rubber Belting

MEANS

Maximum Strength with Minimum Stretch
Holding Bucket Bolts Perfectly
Decided Increase in Power Transmitted
Longest Service—Lowest Cost
Solid Concentrated Belting Strength—

The most satisfactory and efficient belting any elevator operator can install.

NOT "R. F. & C."



**W. H.
SALISBURY
& COMPANY**
(INC.)

Manufacturers and Distributors of High Grade Leather and Rubber Belting, Hose, Packing, Etc.

Established 1855
CHICAGO, ILL.

ASK US ABOUT IT

1. The plies cannot separate
2. The edges will not ravel
3. Bucket bolts will not pull out
4. Double the life of rubber belting

There's a good reason WHY in each case—Let us send a sample and explain before you buy.

Imperial Belting Co.

Everything in Belting
CHICAGO

GRAIN ELEVATOR BUILDERS

May Prosperity and the Elevator Trade go hand in hand during 1913, and may your hand have the firmest grip.

We know how to build the best elevators, and we build ours that way. The best.

W. H. CRAMER

Designer and Contractor of
Modern Elevators
St. Paul, Nebr.

G. H. Birchard
CONTRACTOR OF
Grain Elevators.
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

W. H. WENHOLZ

Contractor and Builder of

Grain Elevators and Feed Mills

Write for plans and specifications 214 S. 4th St., Springfield, Ill.
1212 50th Ave., Cicero, Ill.

DO YOU WANT?

a modern and up-to-date
elevator? Then write to

J. A. H. Whaley, Sedalia, Mo.

"Builder of Modern Elevators"
Plans and Estimates on request.

STEEL GRAIN TANKS

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success. We do it.

Wm. Graver Tank Works, East Chicago, Ind.

Grain Elevators
Warehouses Seed Houses
WOOD OR FIRE PROOF
T. E. IBBERSON
Elevator Builder
Minneapolis Minn.

Morley Bros., Haden & Plott

DESIGNERS AND CONTRACTORS
GRAIN ELEVATORS

WICHITA KANSAS

R. M. Van Ness Construction Company

Designers and Builders of

MODERN GRAIN ELEVATORS

Plans submitted. Correspondence solicited.
Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.

GRAIN ELEVATOR CONSTRUCTION CO.

A. J. CLARK, Manager

Builders of Grain Elevators, Flour Mills
and Buildings of Every Design

WILLISTON :: NORTH DAKOTA

Our aim is to give good satisfaction,
and the best for the money.

Let us build your next elevator and make you one of our satisfied customers. Our prices are always right.

CAPITAL CONSTRUCTION CO.
Phone M. 5930 **WICHITA, KANS.**

A. H. RICHNER

Contractor of Grain Elevators,
Supplies and Chain Grain Feeders

CRAWFORDSVILLE, IND.

FLOUR MILLS and CONCRETE STORAGE TANKS

Contractors

O. J. LEHRACK

Kansas City, Mo.

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Elevator and Mill
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16 Years'
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Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
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**Clark's Decimal
Grain Values.**

Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

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La Salle St., Chicago, Ill

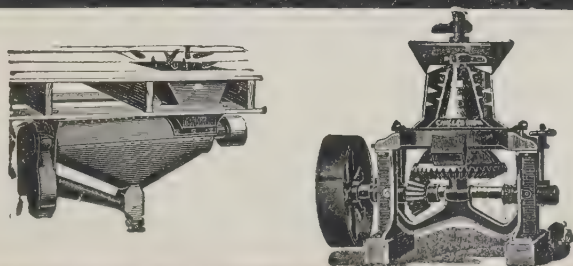
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**Clark's
Carload
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New edition
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Price, \$2.50.

**GRAIN DEALERS
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Chicago, Illinois

Triumph Corn Sheller and Crusher



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**REAL builders of
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YOUNG LOVE
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THE ONE MAN

Who is helping the grain trade to better
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W. N. CLAUS CO.
"They BUILD ELEVATORS"

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to all our customers, and tak-
ing this opportunity to thank
you for the 58 elevator con-
tracts favored us during the
past year.

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ACCOUNT BOOKS, SCALE TICKETS, GRAIN
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**Reinforced Concrete Grain Elevator, Feed
Mill and Warehouse, built in 1910 for
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**Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
lump-sum price for the complete work.**

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To Our Many Patrons

we extend our heartiest thanks for the most successful
year in our history, to wish that they, too, might look
back over the days of 1912 with the same satisfaction.

The NEW YEAR finds us better than ever prepared to serve
those desiring to build grain elevators, with the ability to produce, in
concrete construction, any type of elevator desired. We illustrate
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Write about any Elevator Work

**BURRELL ENGINEERING
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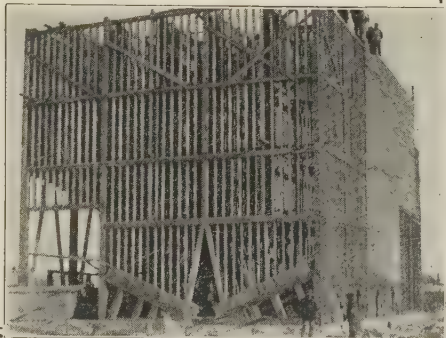
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GRAIN ELEVATOR BUILDERS

From a ten-penny nail to the largest timber

every part of a
**RELIANCE
ELEVATOR**
is installed for a
purpose, and in-
stalled so it will
serve its purpose.
Plans and esti-
mates.

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FIREPROOF ELEVATORS

A North Dakota grain company had us build this 30,000 bushel steel elevator for them after they had had several disastrous fires.

It paid them to do it. It will pay you to investigate our facilities for building steel elevators like this one. We know the business.

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Plans and Specifications a Specialty.
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Builds Steel and Concrete Elevators
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GRAIN ELEVATOR
Designing and Construction
Made a Specialty
Witherspoon-Englar Co. Monadnock Bldg.
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St. Lawrence Flour Mills Co., Limited.
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This very complete plant recently constructed by

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Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,500,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago

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OVERHEAD DUMPS MAN LIFTS
for continued satisfaction
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Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying? **Milwaukee Bag Co., Milwaukee, Wis.**

The Improved KELLY-DUPLEX MILL

For grinding Ear Corn and Cob, with or without husks; Kaffir Corn and all kinds of small grain.

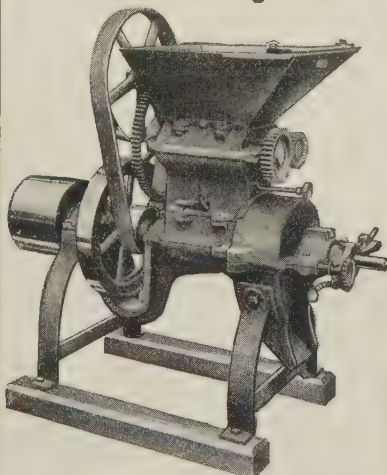
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Wide and strong bearings, absolute alignment and uniform product.
Double or Duplex Burrs. Perfect Regulation.

No end thrust on main shaft.

Well made, nicely finished, a real mill.

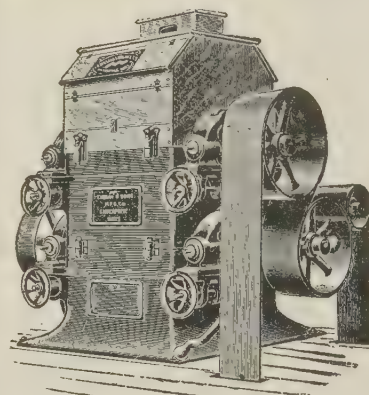
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Made in four sizes, $3\frac{1}{2}$ to 20 H. P.

A high class mill at a moderate price. Furnished with bagger if desired.

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THE EHRSAM

Big Capacity Corn and Feed Mill

Is the best and biggest paying investment every grain man can make.

The EHRSAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

You know of the results and profits derived through the operation of a feed mill in connection with your elevator. Now let us tell you about the benefits obtained through use of the EHRSAM. Write.

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"Send us your rolls."

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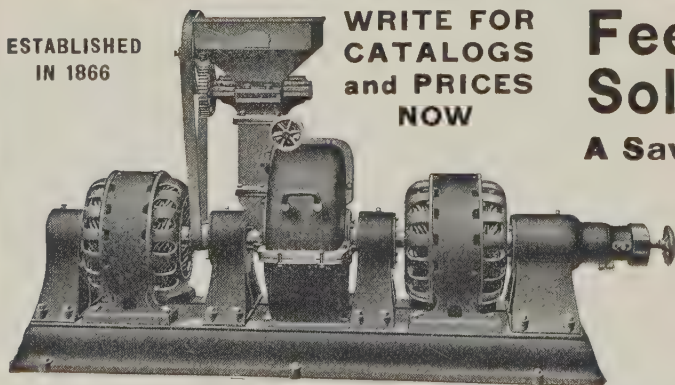
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WRITE FOR
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Feed Grinders will always
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A Saving of from 35% to 60% in Power.

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ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

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Bland's Flexible Spouts

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THE BEST
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SUPPLY CO.

Minneapolis,
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TESTING SCALES AND SIEVES, EM-
PIRE & SALEM BUCKETS, RUBBER,
LEATHER AND CHAIN BELTING.

Everything for the **Elevator**

Reduces Lighting Bills at Least 25%

Actual service has proven that the brilliant white-reflecting surface of walls and ceilings produced by J-M Fire-proof Cold-Water Paint reduces lighting bills at least 25%. It brightens up corners and dark places, thereby making daylight last longer and necessitating the use of fewer lights when working at night.

And in addition to this great saving, the productiveness of employees is increased from 10 to 40% according to local conditions.

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is composed of various minerals and cementing compounds and is mixed with *ordinary water*, which costs you practically nothing. Due to this economy, this paint costs only one-seventh as much as oil paints. It covers a greater area, and one layer covers better than two layers of oil paint.

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J-M Fire-proof Cold Water Paint when applied according to simple directions forms a hard, firm, sanitary and odorless coating which will not chalk, scale, peel or rub off.

White, black and 22 colors.

Write Nearest Branch for Color Chart and Descriptive Booklet

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1809

Paint your cement and concrete walls
with a rust-proof, metal waterproofing
WILL NOT SCALE OFF—DISINTEGRATE OR CRACK



KENTUCKY PUBLIC ELEVATOR, LOUISVILLE, KY.

"IRONITE"

is a fine metallic powder, and when properly mixed with water, and brushed on to cement or concrete tile or stone surfaces, renders the surface absolutely waterproof under all conditions.

IRONITE creates a veritable metallic surface on all cement or concrete surfaces, and is accepted as the most satisfactory, easiest, most durable, cheapest and best waterproofing manufactured. When applied to concrete etc. it becomes a part of the material and cannot be removed except with a chisel.

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How much money have you lost through rusted machinery, water in boot and moisture in bins? You know, but you don't know how you can prevent these losses until you know IRONITE.

Enclose this coupon, and mail today.
Full IRONITE information tomorrow.

Chicago Ironite Waterproofing Co.

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SEND THIS COUPON TODAY
Gentlemen: Without obligating ourselves to you, please send us full information about IRONITE.
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Why not make a change this year and give your elevator an Xmas Present?

A RICHARDSON AUTOMATIC SCALE

Is one of the most useful things to buy. It will automatically weigh your grain to and from cars—and mighty accurately too—more accurately than any other scale.



This photograph shows a Christmas test on Richardson Scales. Looks like a real old fashioned Christmas, doesn't it. The Scale will weigh grain whether it is damp or dry—it's rust proof in the important parts.

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We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

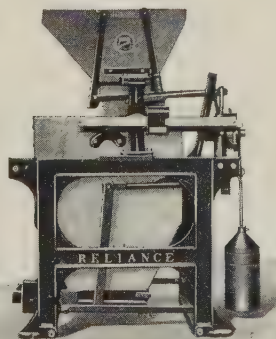
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Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

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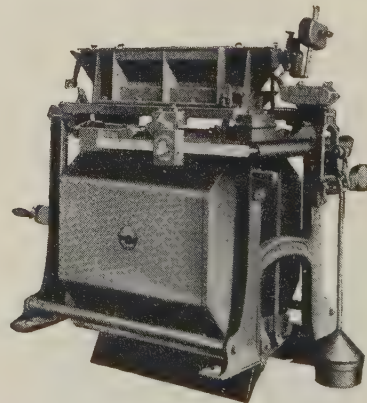
National Automatic Scale Co.

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Power Equipment Co.,
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Fairbanks Automatic Scale Is Right



Ask Us About It

You buy your grain over a Fairbanks Scale.

Why not sell over a Fairbanks?

Write for Catalog No. 550VO.

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Wabash Ave. and Eldredge Place,

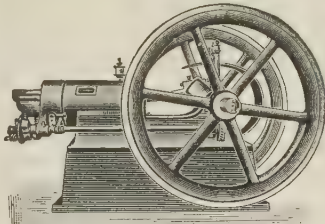
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TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4½x8½ inches, 110 pages. Price \$1.00.

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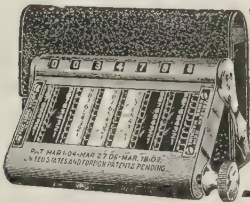
Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

Sonander Automatic Scales

Otto Gasoline Engines - Hall's Safes and Vault Fronts
ELEVATOR MACHINERY AND SUPPLIES

WRITE FOR CATALOG "E"

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The "Golden Gem" ADDING MACHINE For General Office or Personal Desk Use, Only \$10
We have been making adding machines for ten years — and have sold over 30,000. "THE PROOF" on request. During the past few years we have expended thousands of dollars in special tools and machinery to produce a machine that would be within the reach of all. We have succeeded — the "Golden Gem" is the result. You can keep it right on your desk or take it with you on the road. It saves brain work — avoids mistakes — it suits the average man's needs as well as high priced machines. It is supplied in a pebbled morocco leather case for only \$10. Send Your Remittance Today — Your MONEY BACK within TEN days if Machine does not make good.
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International Sugar Feed Co.

Minneapolis, Minnesota

MANUFACTURERS

International Sugared Dairy Feed
International Special Molasses Feed
International Sugared Horse Feed
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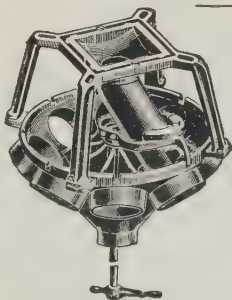
These feeds are unequalled in nutritive value. Sold by dealers everywhere

You can get greater results, better service, and have the best equipment, at less cost, less care and trouble, with a

HALL SPECIAL Elevator Leg

than any other method you can adopt.

You can't afford to erect an elevator leg now, without first examining this new arrangement, which is without a rival in economic and advantageous features. Circular F makes it all clear to you.



HALL SIGNALING DISTRIBUTOR

A simple device that meets every requirement of grain distribution and bin filling perfectly.

Unapproached in economic results.

The only Distributor that does not mix grain.

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A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10 1/2 x 16 1/2 inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14AA. Price \$2.00.

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La Salle St., CHICAGO, ILL.

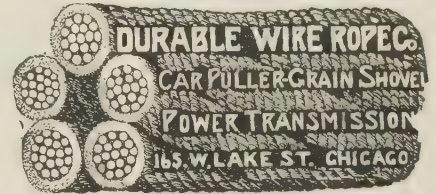
Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

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CYCLONE BLOW PIPE CO

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

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Patented

IT IS 40 PER CENT

More Efficient—With 75% Less Friction—That's All.

If this interests you write for our catalog.



THE NO-BACK-PRESSURE

"1905"

Cyclone Dust Collector

The Knickerbocker Co.
JACKSON, MICH.

Write for our Catalog—Save Money.

A SATISFIED CUSTOMER

He says so himself, and he ought to know. The reasons are plain, it is because

The Boss Car Loader

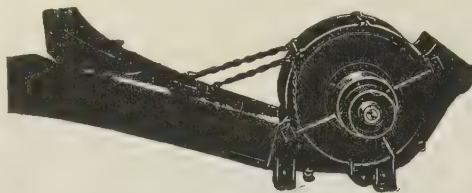
is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

Dept. 3. MAROA, ILL.

MAROA MFG. CO., Maroa, Ill. Peru, Neb. Aug. 17, 1912.
DEAR SIR:—I have to say the car loader has done well, all I could expect of it. Enclosed you will find bank draft for the loader and a satisfied customer. Respectfully yours,
GEO. K. PETIT.



If you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

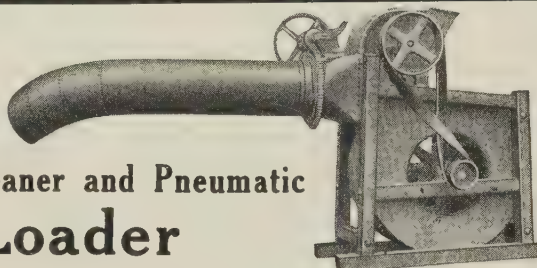
Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYER CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"

**BOWSHER**

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Ten sizes 2 to 25 Horsepower.

FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.
South Bend : : Indiana

FEED MILLS**CERTIFICATE OF WEIGHT**

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle St., CHICAGO, ILL.



Where they all will stop

Hotel English

Monument Place, Indianapolis
"The grain man's home"

Midwinter Meeting

Indiana Grain Dealers Association

January 20 and 21, 1913

Early reservations assure satisfaction

The Gerber Patent Flexible Chain Telescope Car Loading Spout



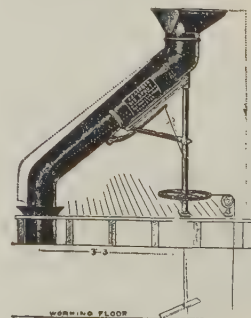
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } **PRICE, \$3.00**
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

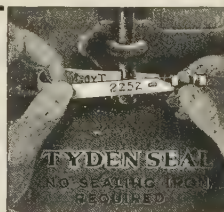
**New—Near-New
Rebuilt and
2nd Hand
Gas Engines**



of our own
make, thor-
oughly guaran-
teed—8 to 50
H. P. Let us
know your re-
quirements and
we can, no
doubt, fit you
out with just
what you want.

The New Era Gas Engine Co.
6 Jefferson Avenue, PORTSMOUTH, OHIO

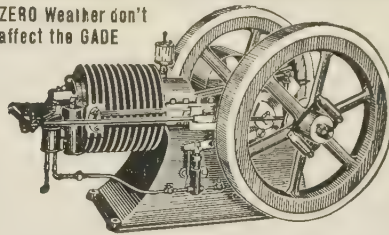
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Seals
Prevent
Losses and
Claims.**



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers. Write for samples.

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**ZERO Weather don't
affect the GADE**



Sizes 1 1/2 to 12 H. P.

The "freeze-up" feature has been eliminated from the GADE as well as other troublesome features. Investigate the simple and economic GADE before you buy. Saves every third gallon of gasoline as compared with other engines. Always ready winter or summer. Ask us for our proposition.

GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

THE AUTOMATIC DUMP CONTROLLER



This new and simple device for the controlling of the drop of wagon dumps, is the only machine on the market; no attention or power in operating.

It is entirely out of the road and completely automatic.

Our list of testimonials and number of duplicate orders shows their usefulness.

As the easy dumping of a man's wagon is pleasing to them as well as prevents expense for repairing wagons, and the chances for dissatisfaction.

Hundreds in use. Satisfaction guaranteed.

For further particulars, address
L. J. McMILLIN, Indianapolis, Ind.

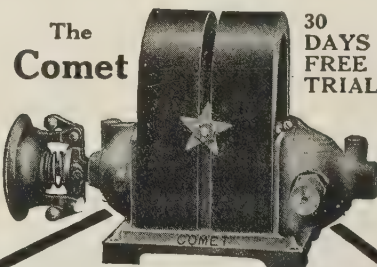
SPECIAL



Flexible Loading Spouts with nicked Chain Connections, 6"x8 ft. 8"x8 Head. \$5.50 Cash.

Other Sizes at Equal Prices. Write for Special Prices on C. I. Boots, Sprockets, Chain, Distributing Spouts, Wagon Dumps, Belting, Buckets, Shafting, Bearings.

Murphy Mfg. Co.
Kansas City, Mo.



**Don't figure the first cost
—OF—**

The Comet

Figure the money saved in the end

Experience with Magnetos has proved their superiority over batteries or dynamos, and experience with the Comet will prove it to be the simplest, most compact, and most powerful magneto made.

For Make & Break Spark \$10—For 1 or 2 cyl., jump \$11
WRITE FOR CATALOG

HENRICKS NOVELTY CO.
1243 St. Paul St., Indianapolis, Ind.

**This space
is yours**

If you are the first to apply for it



A "WIZARD" Magneto Solves the Ignition Problem Forever

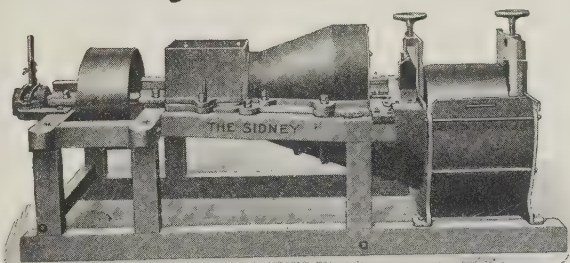
Save the continuous expenses of continuous battery renewals

MAGNETOS DO NOT BURN OUT
MAGNETOS DO NOT BURN OUT POINTS
MAGNETOS, FIRST COST IS LAST COST

Write for Catalog G. D.

THE HERCULES ELECTRIC CO., Indianapolis, Ind.

Sidney Corn Sheller and Elevator Boot Combined



A NEW PITLESS SHELLER

Not an Experiment, but a Proven Success

Liberal, Mo., Oct. 10, 1912.

Gentlemen:

The Combined Shellers and Boots that we have installed in the last year in our Irwin and Liberal elevators have given us very good satisfaction and we have no cause for complaint.

Yours truly,
LIPSCOMB GRAIN & SEED CO.
By Luther Lipscomb.

THE PHILIP SMITH MFG. CO., SIDNEY, OHIO

MANUFACTURERS OF

Sidney Shellers and Cleaners, Grain Elevating and Conveying Machinery

Write for our Complete Catalog

A COMPLETE STOCK OF SHELLERS AND REPAIRS CARRIED AT ENTERPRISE, KAN.

When there is a line of customers' teams waiting to unload at the elevator everything must operate without a hitch

Yet it is just the time an unreliable engine will fail you. You cannot afford to inconvenience your trade by tedious waits until such an engine can be repaired.

Otto Gasoline Engines are absolutely dependable. They won't cause embarrassment or annoyance in a rush season when every minute of time counts so much. Besides they have great fuel economy and are designed to run 24 hours a day, seven days per week if need be.

Otto's are built for long wear. Thousands are now in use which were sold 25 to 30 years ago. Don't you see why the Otto Engines are always preferred by the successful elevator companies?

Bulletin No. 3 illustrates and describes the many points of superiority. You ought to have it on file. A postal card request gets it.

Address nearest point.

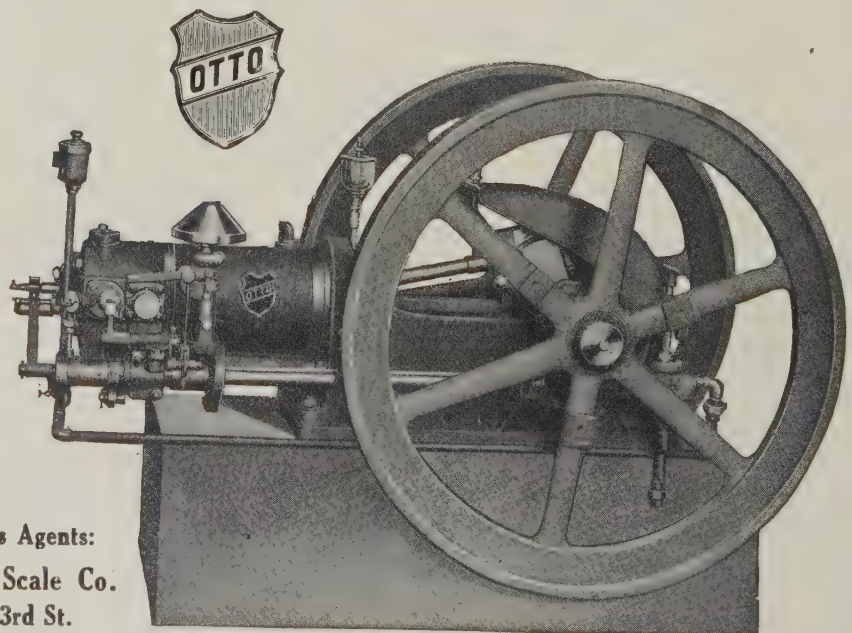
The Otto Gas Engine Works

Home Office and Works :

PHILADELPHIA - PA.

Chicago Branch and
Warehouse:
15-17 So. Clinton St.

Minneapolis Agents:
The Howe Scale Co.
418 So. 3rd St.



ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water not freeze 54° below zero. Has been used for several years and is absolutely standard.

Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Compound.

(Send for circular.)

New York JAMES H. RHODES & COMPANY Chicago

LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.

ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.
GET OUR PRICES.

Simple Deduction —

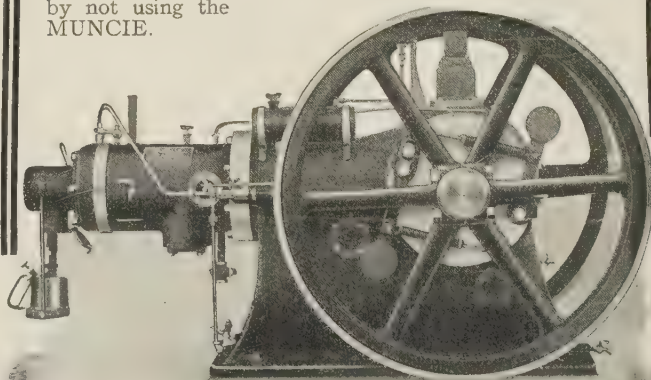
Why you should install an OIL ENGINE, and
Why that oil engine should be a "MUNCIE"

First, the MUNCIE operates on the cheapest Fuel Oils known, also operating on Crude, Solar, and Gas Oils, Kerosene, Distillate and Naphtha without any change in engine whatever.

No batteries to replace, no magnetos or dynamos to repair. Fewest working parts of any engine.

Built for hardest kind of service, ample surplus of power, and utmost engine efficiency.

The above, and further explanation by writing for our catalog, ought to convince you that you are losing money by not using the MUNCIE.

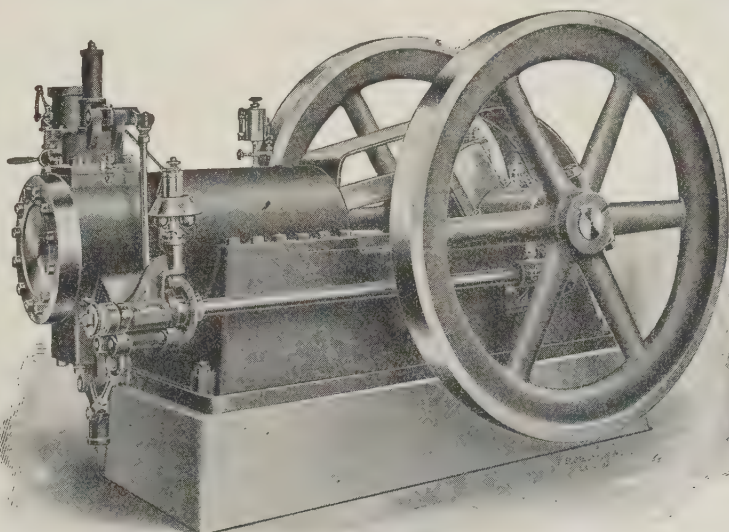


Write

Muncie Gas Engine & Supply Co.
54 Ohio, Cor. Railroads Muncie, Ind.

IF A BETTER ENGINE WERE POSSIBLE
THAT ENGINE WOULD BE A

"SUPERIOR KEROSENE ENGINE"



They are made from the very best raw materials developed into the finished product in a factory especially built and equipped for the manufacturing of Engines.

They represent the most economical, efficient, durable and reliable power a Grain man can install at one HALF the FUEL BILL.

Every Superior KEROSENE Engine is tested at the factory until we are convinced, by actual test, that it will do all we claim.

You know what you want, we know we have it. Let us give you some information, if you will write for Catalog, and tell us your requirements.

SUPERIOR GAS ENGINE CO., Springfield, O.

The right "dope" on
MOISTURE TESTERS

Indianapolis Board of Trade, Indianapolis, Ind., realizing the necessity for accurate moisture tests, and recognizing the official machine, has recently installed official Brown Duvel Moisture Testers, discarding the modified type of tester which they have used heretofore.

Profit by the experience of others and demand the official machine with certified accessories.

MANUFACTURED BY

Seed Trade Reporting Bureau

Postal Bldg., CHICAGO, ILL.

**A Merry Christmas
and
A Happy New Year**
To Ye Progressive Wise Men
of the Grain Trade.

We want to thank all who have so kindly considered our machinery, giving it a trial, and hope you may continue to have

Constant Satisfaction

Will be glad to add many more names to our list of Pleased Customers.

Send for a Catalog

B. S. CONSTANT CO.
BLOOMINGTON, ILL.

The home of the

U. S. Corn Sheller

and

U. S. Grain Cleaner



The "EUREKA"
Oat Clipper

HEAVY DUTY CONSTRUCTION

"The Machine With a Reputation"

DISTINCTIVE FEATURES:

Ring Oiling Bearings, isolated from and outside of Dust Spouts
Clipping Cylinder, which clips without hulling
Automatic Clipping Regulator (the talk of the trade)
Long, large diameter Clipping Case (with fine openings preventing waste)
Automatic Screenings Cleaning Device
FIVE YEARS AHEAD OF ITS NEAREST COMPETITOR

Write for Descriptive Catalog

The S. HOWES COMPANY, Inc. Eureka Works
Silver Creek, N. Y.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

FOR SALE.

1—Burnham Turbine, 36", in good condition.
1—shaft, 9"x9 ft., with wood cog gear to jaws to connect on wheel.
1—shaft, 3 3/16"x16 ft., with cog gear.
4—3 3/16" pillow blocks.
1—iron pulley, 50" diam., 10" face.
1—iron pulley, 36" diam., 10 1/2" face.
1—iron pulley, 34" diam., 8" face.
1—wood split pulley, 59" diam., 10" face.
Have installed motors, reason for selling the above. Anyone in need of any of the above can find a big bargain by writing The Navarre Mills, Navarre, Ohio.

SACRIFICE SALE NOW ON. ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson\$100 and \$125
26" and 24" Unique\$110 and \$125
16" and 18" Monarch\$ 90 and \$100
20" and 24" Monarch\$110 and \$125
26" Foos and Monarch.....\$150 each
36" Foos and others\$205
18" Munson Single Head\$ 75
18" Halstead & 22" American.\$100 and \$120
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,
No. 402 B, Monadnock Block, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.
Roller Feed Mills:—9x18 Barnard & Leas, 9x24 "Noye," 9x30 Wolf, all three pair high; and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one "Hoosier," one No. 2 Acme, etc.
Corn Shellers:—One Style "A" Triumph, one No. 0 and one No. 1 Victor corn shellers and cleaners combined, one No. 2, one No. 2 1/2 and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2 1/2 Western Rolling Screen Corn Cleaners, one No. 1 Barnard's Improved Double Screen Corn Cleaner, one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

Attrition Feed Grinding Mills:—12 and 18 inch and 24 inch "Robinson," 16, 20 and 24 inch "Monarch"; 24 inch "Modern Special"; 30 inch "American"; 16, 19, 22 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."
Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—In either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—One brand new 14-18 Ann Arbor Hay Press at sacrifice. T. W. Babcock, Marengo, Ohio.

FOR SALE—A Barnard Dustless Separator, No. 1, in good order excepting needing some new screens and sieves. Write S. M. Edwards, Sec'y, Argusville Farmers Eltr. Co., Argusville, N. Dak.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

SECOND-HAND FOR SALE:—One slightly used Rochester Grain and seed cleaner, \$25; 2 hopper scales with timbers \$35 each; 2 boot tanks \$20 each; one double automatic shovel machine \$20; one steam engine \$40; 1,200 Salem elevator cups practically new, 6x18 and 6x16, 12c each; 10 belt tighteners \$5 each. Also write for prices and descriptions of a complete flour mill outfit and a 25 H. P. steam engine, with 40 H. P. boiler and smoke stack complete. LaCrosse Wrecking & Lumber Co., La Crosse, Wis.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

BARGAINS IN ALL KINDS of new and used Lumber, Doors, Windows, Ready Roofing, etc. Timbers, \$8 per 1,000 ft., and up. Sheeting, \$8 per 1,000 ft., and up. Doors, 25c and up. Ruel Lumber Co., 7337 Stony Island Ave., Chicago.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

GASOLINE ENGINES.

15 H.P. I. N. Gasoline engine, only run short time, installing motors. C. P. Starbuck, Hebron, Nebr.

30 H. P. NEW ERA GASOLINE engine for sale. Just been overhauled and good as new. Address Syler Bros., Ankenytown, Ohio.

FOR SALE—One 50 H.P. Columbus Gasoline Engine, one 25 H.P. Columbus Gasoline Engine. Never Used. Address Engines, Box 11, Grain Dealers Journal, Chicago.

ANY KIND, ANY SIZE, ANY PRICE, string of elevators or elevator, by former advertised in the "Gasoline Engines" columns of the Grain Dealers Journal, Chicago, finds many ready buyers. Try it.

FOR SALE—One fine 8 H. P. Milwaukee horizontal stationary gasoline engine complete, \$128.00. Many other styles and sizes. What are your power requirements? Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22. H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

FOR SALE—One 1,000 bushel Sonander Automatic Grain Scale, new, never been uncrated, at about half price. Power Equipment Co., 218 3rd Ave., N., Minneapolis, Minn.

I. S. HENJUM SAYS—Please discontinue our ad. We have received numerous inquiries about the scale, and are confident it is as good as sold now. I. N. Henjum, Sec'y, National Ass'n of Managers of Farmer Co-op. Co's, Hartford, S. D.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS.

DIRECT CONNECTED LIGHTING SETS. Steam operated, 2 1/2 to 200 K. W. Morse Company, 72 W. Adams St., Chicago.

ELECTRIC POWER is fast winning favor as power for elevators, hence the Grain Dealers Journal reaching over 6,000 grain elevators twice a month, assures many satisfactory returns to an advertisement inserted in these columns.

MISCELLANEOUS.

TRANSMISSION ROPE SPLICER. I can splice elevator transmission rope perfectly, and at small cost, and a big saving in probable losses. G. C. Dill, Dillsburg, Champaign Co., Ill.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

CENTRAL OHIO ELEVATORS for sale or exchange. Where you can live cheaply and make money every year, and not have much invested. Address, Central, Box 10, Grain Dealers Journal, Chicago.

OKLAHOMA ELEVATOR, good grain, coal and flour station. For further particulars, address, Milling, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE located on M. K. & T. and St. L. & Mo. S. Ry's. New plant thruout. Large country to draw from, further particulars. Address T. F. Jameson, 1407 Spruce St., Coffeyville, Kans.

NORTHEASTERN KANSAS elevator, 30 M. capacity, price right if taken at once. Part cash, balance easy terms. Address, N. E. K., Box 11, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO—Up-to-date elevator, 30,000 bus. capacity, large corn and oats territory, no competition. This is a good elevator at the right price. Address, Merc., Box 10, Grain Dealers Journal, Chicago, Ill.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

\$4,600 TAKES GOOD, MODERN elevator located in best territory in Wabash Valley, Ind. Big territory. No competition. Selling on account of sickness. Address Central, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHEAST KANSAS ELEVATOR for sale, with sheller, cleaner, gasoline engine, three large dumps, good competition, one other elevator, good town. Also seven room residence if desired. Address, Water, Box 5, Grain Dealers Journal, Chicago.

MINNESOTA ELEVATOR FOR SALE—Modern, 14 bin cribbed construction, has engines, dump and hopper scales, cleaners, eight bin coal house, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

CENTRAL PENNSYLVANIA—For sale or rent a 5,000 bu. elevator, feed, flour, coal, cement, fertilizer and implement business in small town of 500, good farming section. One competitor. A splendid point. Good reasons for wanting change. Price \$3,000. Address "F.", Box 10, Grain Dealers Journal, Chicago.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A., and Vandalia Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

FOR SALE IN WESTERN INDIANA—Elevator in one of the best stations in State, shipping out 800,000 bushels. This house will handle 350,000 bus. or better this year. One good competitor. Elevator capacity 50,000 bus., cribbed and iron-clad, two railroads and a good town to live in. Owner retiring from business. Address, B. K. B., Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address, Rudolph V. Shakes, Plymouth, Ind.

MUST SELL NORTHEASTERN KANSAS 12,000-bu. elevator; gasoline power. Address, Dec., Box 12, Grain Dealers Journal, Chicago.

FOR SALE IN NORTHERN IOWA—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

"SEVERAL PROSPECTS"—We think it will be unnecessary to insert further advertisements, as we have had several prospects, to whom we can sell. Moritz Lumber & Grain Co., Prosser, Nebr.

12,000 BU. NEBRASKA ELEVATOR for sale on the C. R. I. & P. Ry. All the corn and 60% of the wheat of the 1912 crop yet to handle. Address, Stone, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Two elevators in N. W. Iowa; three elevators in S. W. Minn., and one in S. E. South Dakota. All good paying properties. For full information apply to Dick R. Lane, Trustee, Davenport, Iowa.

PADUA (McLEAN CO.), Ill.—Modern elevator and coal business for sale on L. E. & W. R. R. Only elevator here, best of country, everything first-class. For particulars address, F. E. Webber, Padua, Ill.

CENTRAL IOWA CRIBBED ELEVATOR for sale or exchange, elevator, coal sheds and corn crib. Town of 5,000, located on I. C. R. R. Plenty of corn and oats yet to be bought; must be sold at once. Address, 5,000, Box 12, Grain Dealers Journal, Chicago, Ill.

BARGAIN IN OKLAHOMA ELEVATOR—\$4,000 buys a splendid, up-to-date elevator. Part cash, balance easy. Good grain section. Very little competition. Old age reason for selling. Address, L. 50,000, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Central Ohio elevator and coal yard, capacity 25,000 bus. small grain, 6,000 bus. ear corn and 300 tons of coal. Handles 100,000 bus. grain. Large retail business. Price \$8,500 cash. Good reason for selling. Address, Quick Sale, Box 12, Grain Dealers Journal, Chicago.

A 6,000 BU. OHIO ELEVATOR for sale in one of the best sections of the State. Doing a big business. Anyone wishing a good elevator can do no better. Built nearly four years. Please investigate. Address Investigator, Box 8, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS ELEVATOR for sale; 20,000 bu. capacity; ships on three roads, no car shortage. Elevator doing about 200,000 bus. business. Electric power, two stands of elevators, automatic scales; all up-to-date. Also coal business in connection. If interested write for further particulars. Address, Modern, Box 12, Grain Dealers Journal, Chicago.

HERE'S THE ELEVATOR you have been looking for. One that you would choose from many. A first-class house at a good grain station. One that you could choose from many, if you would make your want known thru an insertion of an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE, ILLINOIS—Two good business locations 10 miles apart. Grain, lumber and coal. Established 25 years; both making good money, but partners want to dissolve and enter other lines. This is a fine chance for someone to step into an established business. Only lumber yard in either town with rich Illinois farming country all around. Address, Illinois, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

OVER 6,000 ELEVATORS to choose from if you make your wants known thru the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

HARVEY, ILL.—Terminal elevator property on Grand Trunk Ry. 10 fireproof storage tanks, capacity 250,000 bus.; bleaching tower; boiler house; office; motors; machinery; electric switches; concrete foundation for working house, etc. Belt connections with all R. R.'s. H.W. Rogers & Bro., Western Union Bldg., Chicago.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

BUSINESS OPPORTUNITIES.

WANTED—TO BORROW \$3,500 on first-class elevator property. A five-year loan preferred. Address F. L., Box 7, Grain Dealers Journal, Chicago.

HAY, GRAIN, AND SEED BUSINESS with 5 or more years' lease on warehouse in Albuquerque, N. Mex., this is one of the oldest, largest and best in city; owner is retiring from business and will sell without bonus to a reliable party. For particulars address, Swan Realty Co., Albuquerque, N. Mex.

WASHINGTON, D. C., REPRESENTATIVE? Do you want a representative in Washington, D. C., who could sell for you in surrounding cities on a brokerage business? A live, well-known grain man with several large grain accounts. Prefer Chicago firm. Write for further information. Address, Wash., Box 12, Grain Dealers Journal, Chicago.

IF YOU WANT TO EXCHANGE YOUR IMPROVED FARMS, IMPROVED OR UNIMPROVED CITY PROPERTY, Merchandise, Hotels, Grain Elevators, Flour Mills, Automobiles, Live Stock, Horses or anything along these lines for good, well-selected Unimproved Farming, Grazing, or Dairying lands, located about seventy-five miles from St. Paul or Minneapolis, I can get you a good proposition and make you some money. My clients have THOUSANDS of acres of land for you to select from. I negotiate deals of any size, from FORTY acres up. Let me know just what you have to exchange, so I can present to my clients intelligently. Then I will submit an offer without delay and get you quick results. I neither charge nor pay commissions. GEO. H. DODGE, 911 New York Life Bldg., MINNEAPOLIS, MINN.

MILLS FOR SALE.

FOR SALE—Feed Mill and Coal Yard, good Ohio location. Troy Feed & Fuel Co., Troy, Ohio.

OKLAHOMA—Feed mill doing good business; good reason for selling. Write Jones City Mills, Jones City, Okla.

MISSOURI MILL AND ELEVATOR for sale; 200 bbls. mill, 60,000 bu. elevator. Will sacrifice for quick sale, time on part. Will Earleton, Route 1, Cabool, Mo.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

SITUATIONS WANTED.

WANTED POSITION AS MANAGER of office man, 15 years experience. No bad habits. C. J. Meyer, New Lenox, Ill.

POSITION WANTED with some elevator company as grain buyer. Can give best of references and bond. Address, Chas. F. Easton, Box 253, Buffalo, No. Dakota.

WANTED—A POSITION as manager of an elevator. I have a thorough knowledge of bookkeeping, and am also a fair machinist. Address, O. N. Olsen, Box 14, Elk Horn, Iowa.

POSITION WANTED by man of 12 years experience, prefer management of Farmers Elevator Co. Ask for interview. Address, Experienced, Box 10, Grain Dealers Journal, Chicago.

WANTED A POSITION as manager of an elevator in a town where there are good schools. Age 34, steady, and have had 7½ years experience at one station. Can give good references. J. E. Raymond, Adair, Ill.

POSITION WANTED as elevator foreman, 12 years experience in handling and cleaning of grain and seed. Can handle either steam or gas engine. Prefer Ohio. Address Elevator Foreman, Box 11, Grain Dealers Journal, Chicago.

A FARMERS ELEVATOR MANAGER has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

WANTED POSITION as manager of string or elevators or elevator, by former grain dealer. Experienced, buying, selling, office work and elevator work proper, also elevator machinery. Married, age 33. Clear record and best of references. Railroad and mercantile training. Address Former, Box 12, Grain Dealers Journal, Chicago.

POSITION WANTED by an experienced grain man as elevator manager, traveling solicitor or anything where brains are a necessary adjunct. 10 years experience as superintendent and salesman in the Eastern States. Highest references from past and present employers. Address, Brains, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED—A man of many years experience as property man and disbursing officer would consider an offer with responsible concern if proposition was offered before Feb. 1-13, the date necessary for me to leave for Manila, P. I., to take up my former position. Can furnish best of references and bond. Address, Box 154, Morganville, Kans.

GRAIN MAN with practical country elevator experience desires position as traveling solicitor with a reliable concern. Presently engaged as manager, operating elevator in corn belt of Ill. Past records and habits clean. Capable of application, and willing to devote honest effort and abilities towards obtaining results. Address, Practical, Box 10, Grain Dealers Journal, Chicago.

HELP WANTED.

WE HAVE AN OPENING FOR YOU, in fact the largest number, if you will only make your want known thru the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

EXPERT SCALE REPAIR MAN wanted to inspect and repair scales. Must be competent to repair and refit scales at stations. Good salary, steady employment. Address with full particulars as to experience. Address, Ass'n, Box 11, Grain Dealers Journal, Chicago.

FERRETS.

RATS GET YOUR GRAIN, FERRETS get the rats. Send for price list. Brown or White. Bert Ewell, Wellington, Ohio.

ELEVATORS WANTED.

WANTED TO BUY, grain or grain and feed business in Colorado. Give full particulars. Address, Morgan, Box 10, Grain Dealers Journal, Chicago, Ill.

I WANT TO RENT AN ELEVATOR doing a fair business. Address, Rent, Box 12, Grain Dealers Journal, Chicago.

I WILL TRADE CHOICE WASHINGTON fruit land for a well located elevator, lumber yard or general stock located in Iowa. Address Lock Box 504, Des Moines, Ia.

WANTED to buy or lease an elevator in Illinois, Indiana or Ohio. Give full description, price, terms, etc., in first letter. Address, 1006, Box 11, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE for elevator, 160 acres good land near Altamont, Kans. Give description, condition, and amount of grain handled at elevator. Address, Box 42, Shook, Kans.

WILL TRADE FOR GOOD GRAIN elevators—Located in good corn and oats territory, and doing a business of not less than 200,000 bushels. A nice clean stock of dry goods, gents' furnishings and shoes. The stock is located in one of the best business towns of 1,500 in Central Eastern Illinois. Address, Trade, Box 11, Grain Dealers Journal, Chicago.

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WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

WE ARE IN THE MARKET for 20 to 30 cars of new yellow or yellow mixed ear corn for prompt or December shipment. Quote price 70 lb. bushel F. O. B. Rochester rate. Stein & Wittlin, Chamber of Commerce, Buffalo, N. Y.

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KEELING-EASTER CO., INC.
Manufacturers

Crushed oyster shells for poultry. Capacity 100 tons daily. Prices, samples and freight rates furnished on application. Live brokers wanted. Norfolk, Va.

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Ask for Prices. Mail Samples for Bids.



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Should be in every Seed House, Grain Elevator, Corn Crib or where corn is shelled. It shells and grades seed corn, removes smutty end or bad grains from good seed ears. Works better and quicker than a \$30 machine. Price \$1.00. Write for circular. Agents wanted. HAYES SEED HOUSE, - - Topeka, Kan.



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Hirsch, Henry, all kinds grass and field seeds.

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WANTED FOR SEED PURPOSES—Direct from country dealers in less than car lots. Spring Rye,—Beardless Spring Barley,—Barley,—Canada Field Peas,—Cow peas,—Millet,—Spring Wheat,—Buckwheat,—Timothy,—Clovers,—Alsike,—Alfalfa,—Early Ohio Potatoes,—Grass Seeds of all kinds. Send samples, state quality and quote price wanted. A. H. HOFFMAN, BAMFORD, PA.

GOVERNMENT PURCHASES OF VEGETABLE AND FLOWER SEEDS: The Department of Agriculture desires quotations for furnishing standard varieties of vegetable and flower seeds from surplus stocks or under growing contract for the 1913-14 congressional seed distribution. Approximately 1,200,000 lbs. of vegetable and 50,000 lbs. of flower seeds will be required. Bids will be opened by the boards of awards Jan. 7, 1913. Copies of specifications can be obtained from the Office of Seed Distribution, Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

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Carlots or less. Will pay you more than you can get elsewhere. Send samples to-day. Also want Timothy, Red Clover and Alsike, etc.

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SEEDS FOR SALE.

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STANDARD DRY-LAND GRAIN and field seeds for sale in car-lots or less. Hunt Grain Co., Colorado Springs, Colo.

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NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSIKE SEED, raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

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High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

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930 Postal Tel. Bldg. CHICAGO, ILL.

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When you want to Buy Medium or Mammoth Clover Seed ask for samples and our prices delivered—any quantity desired.

O. GANDY & CO., South Whitley, Ind.

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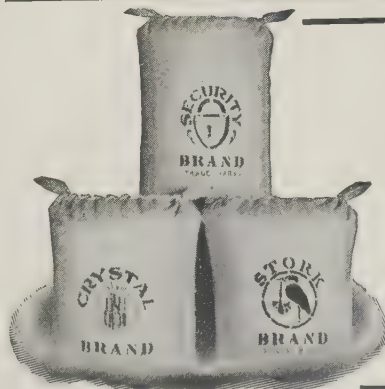
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If you want to buy, ask us for samples.

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*Two machines in one at
about the one cost*

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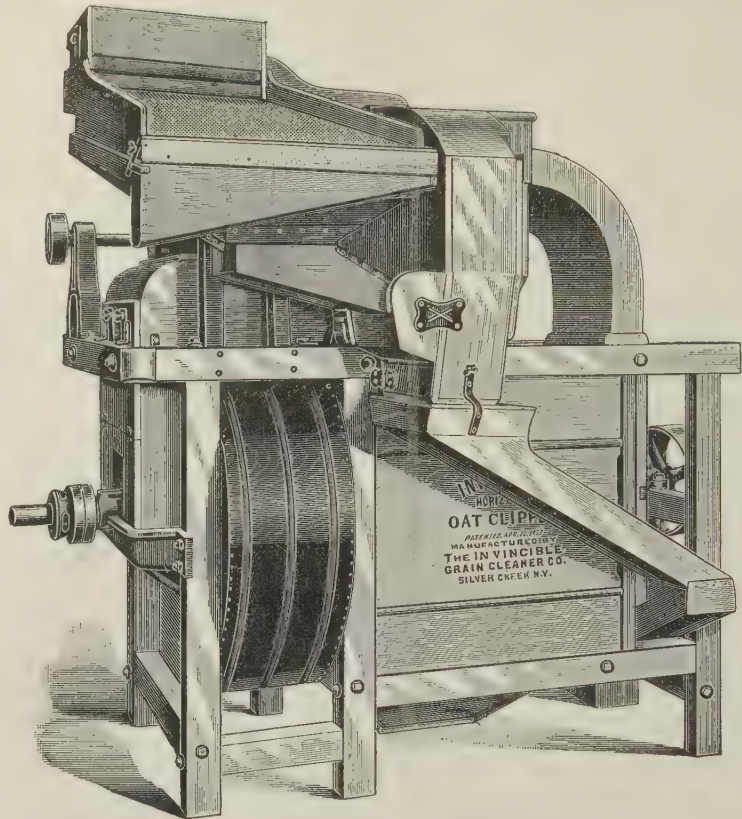
When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

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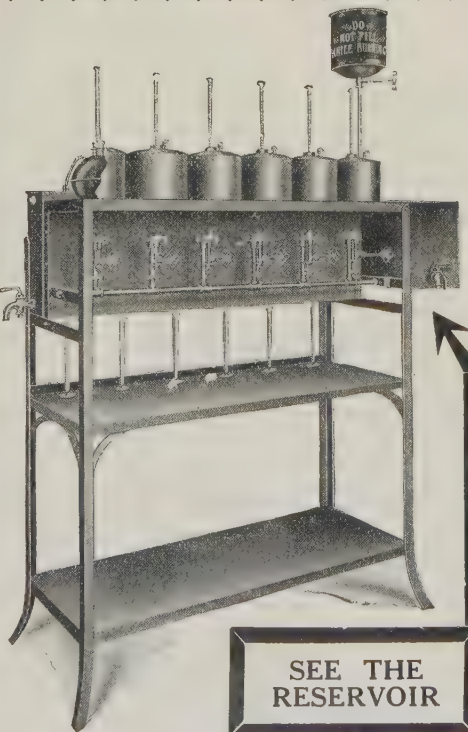
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The Hess Improved Tester combines all that is accurate and good in testers with a solidity of construction and convenience in form offered in no other make. Copper flasks—no glass bubbles to break.

The price is no greater than for inferior testers. Every tester is sold under guarantee with the understanding that if not satisfactory the machine may be returned at our expense for freight both ways.

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The printer is making us a new booklet (ready next week), which will show the whole thing with the late improvements. It has full directions for testing all kinds of grain. There's one for you—your name on a postal card will bring it.

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GRAIN DEALERS JOURNAL

PUBLISHED ON THE
10th and 25th of Each Month
BY THE

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315 S. La Salle Street, Chicago, Illinois

CHARLES S. CLARK, Manager.

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To Foreign Countries within the Postal Union, prepaid, one year, \$2.50; two years, \$4.50. A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal. Orders from non-members of grain exchanges in organized markets for space in Directory or under cross-page heading of members will not be accepted. Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

QUESTIONS on any trade problem will be answered promptly and published that the views of others may be obtained.

Entered at the Chicago, Ill., Post Office as Second Class Matter, August 5, 1898.

CHICAGO, ILL., DECEMBER 25, 1912.

GREETINGS.

To the patrons and readers of the Journal we extend a hearty Christmas greeting. The past year has been one of large crops and many improvements in grain handling facilities. The methods, rules and regulations of the trade have also been greatly improved, with the result that it is much safer to do business with well posted members of the trade than ever before, because there are fewer opportunities for misunderstandings. There are also fewer men in the trade who are seeking to promote misunderstandings and profit by them, because the live members of the trade are discriminating in favor of the careful, exact dealer who strives always to make clear his intent, as well as to learn the intent of the other party to each transaction.

We wish to thank the many members of the trade who have contributed to our columns during the year and thereby assisted us in making the Journal of greater interest and more value to every reader in the trade. It is our earnest desire to make the Journal of ever increasing value to the progressive men in the trade, who wish to advance, who wish to reap the largest measure of success. We wish all a very merry Christmas and hope that the New Year may bring each that happiness which comes from opportunities made the most of.

RECIPROCAL DEMURRAGE has many friends in Manitoba, where shippers are making a special effort to have it adopted, in hope of insuring carriers supplying empties more promptly.

THE TRANSIT hearing to be held before the Interstate Commerce Commission at Washington next Monday will prove of unusual interest not only to the millers of the land, but also to the grain dealers.

DURUM wheat no longer needs promotion by the Department of Agriculture, being now valued higher than No. 1 northern in the leading Northwestern markets, greatly to the disgust of Coburn of Kansas.

IOWA'S SHIPPERS are complaining of new corn containing much moisture and of carelessness on the part of farmers who store it in wire cribs without making any effort whatever to protect it from rain and snow. If the elevator man will discount the wet grain the farmers will soon strive to take better care of it.

SENATOR McCUMBER, the perpetual champion of federal inspection, is still keeping the Senate calendar burdened with grain inspection bills and living in hopes. The poor senator is struggling along with a load of misinformation which resembles very closely the false statements he started out with many years ago.

WHEN RAILROAD companies insist upon having formal certificates of weight from shipper before issuing a B/L for grain loaded into car, less trouble will be experienced in collecting for the actual shortages which occur. The request being made by some of the railroad companies is fair and should be granted.

THE INTERSTATE Commerce Commission is credited with having promulgated a ruling which will enable shippers in official classification territory to load small capacity cars. This should give grain shippers the right to load any car obtainable, without paying freight on the arbitrary minimums unreasonably fixed by the Central Freight Ass'n.

EIGHT CARLOADS of sweated oranges were confiscated by the federal government recently and sold under a label stating that they were sweated, a fact the original shippers had failed to specify. The decision is of interest to operators of grain purifiers who fail to brand their sulphured grain as such and thereby avoid the charge of misrepresentation or misbranding.

STORAGE TICKETS generally used in the spring wheat states are prescribed by law, and he who alters their form or amends their verbiage does so at his own peril. The Railroad & Warehouse Commission of Minnesota has learned of several changes which are very likely to get managers into trouble. Those who are not willing to go into the courts and make a fight on the form should accept it as prescribed by law.

BULK-HANDLING grain warehouses are to be erected by the Whitten County Farmers Union of Washington. They do not expect to handle all grain in bulk at the start, but they propose to make a beginning, and no doubt the time is not far distant when they will be relieved of the necessity of paying exorbitant prices for jute bags. They simply will not use them. The exporters can buy bags for the little grain exported.

ENLARGED TERMINALS have been prescribed by James J. Hill as the remedy for disastrous delays in shipments and expensive interruptions to commerce. Mr. Hill has pointed out that when the railroad yards are filled with loaded cars the carrier loses a portion of its earning, the business man a large share of his trade and the working man his employment. If the railroads ever are to be granted increased rates, they must first improve their service.

ACCIDENTS in grain elevators continue with distressing frequency. One North Dakota man was suffocated in a bin of oats, another came near being suffocated by the gasoline fumes escaping from an engine, an Indiana dealer was caught on the line shaft, a Missouri dealer was killed by the explosion of his boiler, and a Montana dealer lost his life in the fly wheel while starting an engine. It is to be hoped that all dealers will profit by the experiences of their less fortunate brothers and guard the hazards of their plants.

THE COST of cooping cars has become so burdensome to the millers that the Southwestern Millers League has asked the Interstate Commerce Commission that millers be paid for cooping cars for flour shipments, or else the railroads be required to place them in suitable condition for transporting flour. If the millers obtain compensation for this service, then surely the grain shippers are also entitled to it. Shippers who continue to coop their cars will find many valuable suggestions on page 954 of this number.

YEARS AGO members of the grain trade began eliminating rubber terms from rules governing the grading of grain, and today the principal elasticity in the grading of grain is in the imagination of the inspector.

REBATES on coal shipments will not be continued, as the givers and receivers find the disclosure of such favors very embarrassing and expensive. Grain dealers so long favored with cut rates and rebates do not even wish for them any more. Too dangerous.

THE SEASON of snowstorms and freezing temperature is soon very likely to delay the delivery of grain even more than the car shortage has done the last few months, so that shippers who sell track need to exercise unusual caution in selling for early delivery.

THE BUCKET SHOPS found recently in Detroit have been closed and the number of these iniquitous institutions reduced by five. The number of suckers is probably just as large as ever, but they are wasting their funds in other ways. Uncle Sam is closing up the bucket shops.

THE ILLINOIS-MICHIGAN canal must be rehabilitated, according to notice sent the state of Illinois by the Federal government, or else the state must surrender title to lands valued at \$4,000,000 and reimburse the government to the extent of \$5,000,000 more. For many years the canal was the plaything of politicians who wanted some excuse for a few soft berths and another appropriation. Finally, a fighter with some spunk got crosswise with the politicians and he killed the appropriation bill, with the result that the canal has been covered with weeds ever since.

SO MANY steamship lines are now owned or controlled by the railroads their competition has little effect upon railroad service or rates, and it will be necessary for the two to be divorced and placed under independent management, if the public is to have the benefit of water competition. Careful investigation by the commissioner of corporations has developed the fact that 90% of the canal mileage still in operation is controlled by the railroads. Traffic on the Great Lakes is in the hands of the railroad steamships and most of the coastwise steamship companies are controlled by the railroads, not because they want to stifle competition, but simply to improve the service and thereby help the shipper and the traveler to pay rates in keeping with the rail rates.

AN ILLINOIS grain dealer who has maintained a corn sheller at one spot for the last five years, has become involved in a law suit, because the sparks from his portable engine, and the dust, chaff and smoke would blow over the premises of adjoining property owners. The case will be watched with special interest by every elevator man who finds it necessary to shell large quantities of dirty corn, and what is more, the elevator men would like to know their liability in case fire is started by sparks from their furnace. Inasmuch as the railroads find it necessary frequently to pay for an elevator destroyed by sparks emitted from a passing locomotive, it would seem the duty of the elevator man who burns cobs and chaff to take every precaution possible to prevent fire being communicated to the property of adjoining owners.

AN ILLINOIS shipper with a backbone brot suit against the Rock Island R. R. for pay for 6,600 pounds of oats lost in transit, due he claims to the negligence of the carrier. If more shippers would insist upon the delivery of the full amount of grain entrusted to carriers, better equipment would always be provided and more care exercised in guarding the property in transit. It has been repeatedly decided that the railroad company must deliver at destination the freight entrusted to it for transportation. Failing to do so it is right that it should pay the owner for the property lost. It does not matter whether it be one bushel or one carload, if the shipper can prove that he placed it in the car and that the railroad company failed to deliver it at destination, then he is entitled to pay for the property lost.

THE RATE on wheat from Missouri River points to gulf ports will soon be raised by the fickle-minded Interstate Commerce Commission, which has again changed its ruling and thereby forced a heavy loss on many western shippers, who had sold wheat for delivery at current prices and expected to transport it at current rates. The advance, which goes into effect Dec. 30th, will in many cases wipe out all of their profit. Other advances may be expected Feb. 15th, when the Interstate Commerce Commission is expected to give its ruling in the matter of western classification No. 51, which may effect a revision of the freight rates of the entire western territory. Shippers who sell for early delivery need to keep on their guard.

THE CHINCHBUG has so thoroly aroused the agricultural experts of the Southwest that Governor Cruce of Oklahoma has issued a proclamation, making next week in that state Bug Killing Week, and he has called upon everyone to co-operate in burning all grass and weeds along fences, in meadows and pastures and in protected spots in yards, gardens and orchards. He has also called upon the road supervisors to have burned all hiding places for chinchbugs and all other harmful insects along every road, so that Mr. Chinchbug will start in the new year with unexpected excitement in Oklahoma. If the people co-operate in this work of destruction, no doubt the crop of grains in that state will be materially increased.

JUDGMENT for \$1,200 has been granted an Illinois elevator employee, whose coat sleeve was caught in wheel of engine and his arm badly lacerated, and while the case may be appealed and the litigation long drawn out, the elevator owners can never get away from the fact that had the wheel been well guarded the employee would not have been injured. So many accidents have occurred in grain elevators recently that the time is at hand when elevator owners must take some steps to prevent the reoccurrence of accidents. It will be much cheaper as well as more humane.

GRANTING free storage has led many country elevator men into financial embarrassment and generally can be depended upon to work its own remedy, but unfortunately a few dealers, unable to tolerate competition, prefer to suffer losses rather than let their competitors have the grain, so offer free storage as a bait for business. The cost is often so great, and especially on a rising market or when the elevator burns, that the wonder is the farmers are willing to speculate this way. One Illinois firm which failed recently as the result of the burning of its elevator, together with a large quantity of uninsured grain, will not re-engage in business.

GRAIN GROWERS cannot be expected to respect their contracts for the sale of grain unless country elevator men insist upon their living up to their contracts. Each season many elevator men lose heavily because they hesitate to require farmers to deliver all of the grain sold, which would enable the elevator man to fill his own contracts. Any leniency in regard to the farmers filling these contracts must serve to encourage all farmers to harvest a shrinking crop when blessed with a rising market. Until the grain buyers insist upon having a square deal they cannot expect to receive it, even at the hands of the farmer.

MANY grain shippers are complaining of their inability to obtain cars and some are really forced to suspend business, because their elevators are full. It is decidedly refreshing to hear from one grain firm that its shipments are being transported promptly and without delay. The letter is published in our department devoted to "Letters," this number. It simply proves that the railroad company which is moving the most freight is giving the best service, principally, of course, because it is equipped to handle the business. Too many of the railroads have been conducted primarily for stock jobbing purposes. When the managers settle down to the problems of transporting freight and passengers and devote the revenue of the railroad to the provision of equipment, equal results may be expected on other lines.

DISTRIBUTION OF CARS.

The Interstate Commerce Commission has recently ruled that the Illinois Central Ry., in supplying cars to mines, must take into consideration the *producing capacity* of the mine. Mines shipping over one railroad shall be entitled to their full quota of cars from that road. In ordering cars from two roads they shall receive 75% from each of the roads. In ordering from three railroads, the mine shall receive 50% of its capacity from each road.

If the Interstate Commerce Commission is disposed to take this view of the coal shipping proposition, what would it say to the carrier who supplies ten cars to the scooper and forces the elevator man, with his house full of grain, to suspend operations until the scooper is unable to buy any more grain and stops shipping? Many carriers have so treated elevator men, which would seem to be absolutely inexcusable. The railroad division superintendent knows, of course, that the elevator man is not likely to haul the grain from his elevator in wagons to any other railroad, so as his line is sure of the business he seems to be willing to ignore the rights and interests of the elevator man, in hope of getting more grain over the rails of his road.

The elevator man, according to the view taken by the Commission in this case, is fully entitled to receive cars equal to the elevator's daily loading capacity, and no doubt elevator operators would receive far better attention if they were not so backward about pushing their claims before the carrier.

ELEVATION ALLOWANCE UPHOLD.

The Interstate Commerce Commission has rendered an opinion in the case of H. Gund & Co. vs. C., B. & Q. R. R. Co., which virtually gives the railroad company the right to grant elevator allowances for competitive reasons to whomsoever and wherever it desires. The present case arose out of the complaint of H. Gund & Co., who own and operate elevators at interior points in Nebraska on the line of the C., B. & Q. The Duff Grain Co., a competitor of Gund & Co. in the purchase of grain at country points, owns a transfer elevator at Nebraska City, Neb., at which point the "Q." crosses the Missouri River.

Altho at first opposed to the giving of an elevator allowance, the railroad company finally granted an allowance to the Duff Grain Co. of $\frac{3}{4}$ c per 100 lbs. upon all grain unloaded into its elevator at Nebraska City. Gund & Co. claimed that this was a discrimination and asked reparation in the amount of $\frac{3}{4}$ c per 100 lbs. upon grain which Gund & Co. had shipped thru Nebraska City and upon which no elevation allowance was granted. The complainant held that where the elevator renders service to the carrier in connection with transportation or furnishes any of the instrumentalities used in transportation, the railroad may pay for such service what it is reasonably worth, but that where the elevation is not a service to the carrier but an advantage to the owner of the grain, the carrier may not pay for elevation.

The plaintiff pointed out that after the grain had been shipped to Nebraska City, a way-station on the "Q.," elevated and treated as the Duff Grain Co. desired, the railroad was required to switch another car to receive the grain and bill it as a new shipment. The plaintiff pointed out that the elevation at Nebraska City made extra work for the railroad company without the shipper performing a single particle of service to the carrier, or without shipper's using a single instrumentality that was of any benefit whatever to the carrier. The plaintiff held that everything done was for the sole use and benefit of the Duff Grain Co., and that for the railroad to pay for the elevation was certainly discrimination in favor of the Duff Co., and against the complainant.

Notwithstanding this strong presentation of a strong case, in which the elevation allowance was branded as improper and in reality a rebate, the Commission concludes that there was effected a discrimination which was harmful to the complainant, but it refuses to hold that this discrimination was undue or unreasonable, because "the railroad may for competitive reasons grant an elevation allowance altho no transportation service is rendered by the shipper owning the elevator" and the case was dismissed.

The continued controversy over the elevation allowance is of far reaching importance to the grain trade, because upon the elevation allowance depends the maintenance and operation of many transfer and cleaning houses. Several decisions seem to insure to the railroad companies the right to secure the prompt release of cars by having the grain put into the elevator and making a reasonable allowance for the service. Such service is surely of great value to the railroads at their terminal points or at junction points, where much grain is diverted, because thru the prompt unloading of their cars the empties can be sent back to the country for more grain and their earning capacity increased.

The present case might have been different had Gund & Co. operated a transfer elevator at Nebraska City without receiving an allowance on grain unloaded from the "Q.'s" cars. It did not ask that an elevation allowance be granted to the elevators it operates at interior points, but begged that it be paid $\frac{3}{4}$ cts. per hundred on all grain it had shipped thru the Nebraska City gateway, in the form of a reparation. The dismissal of the case surely fortifies the C., B. & Q. in its right to pay the elevation allowance to the Duff Co. at Nebraska City, without regard to its effect upon others.

DISPOSAL OF SPARE TIME.

Spare time may hang heavy on the hands of some country grain dealers, but we feel certain that such is not the case with dealers who strive earnestly to make the best of their opportunities. Playing cards and checkers or pitching quoits may be an enjoyable occupation, but it is not always profitable, and generally attracts loafers to the office, to the interference of business. The sentiment among those who have replied to our inquirer (see page 962), seems to be that the country elevator man has not yet attained perfection in his business methods and that many problems of the trade confront him daily without his even recognizing their presence.

The man who has not time to read his trade journal, to study the problems of his business, not only fails to profit by the experiences of his brother dealers, but he remains in the dark as to what is going on in the trade which would profit his business. Surely it would prove far more profitable to pursue one line of business successfully than to dip into half a dozen different lines with small profits and thereby attract greater competition in each line.

The man who specializes finds success much easier, much surer, and as one of our correspondents has clearly pointed out, the taking on of many side lines has often deprived the grain dealer of success, because he has attempted to do too much. The disposition of spare time merits serious consideration by many country grain dealers who have not even time to give a civil hearing to the traveling solicitor who seeks their shipments, and we hope more letters from members of the trade will be forthcoming.

A CHRISTMAS THOT.

I have a fairy tale to tell,
A fairy tale that's new,
It reads just like a railway ad
Save that this tale is true.

You know that thots are really forces
Which bring all things to pass;
If thots don't win you fame or coin
Don't wail or cry, alas!

But start to grow some happy thots,
It is the art of arts;
And friends will soon enshrine you just
Within their heart of hearts.

Great thots will do most wondrous things,
Will win you poise and power;
Will bring you to your own ideal,
Your Aaron's rod will flower.

The man from whom you buy your wheat
Will share with you your gain,
The man to whom you sell your corn
Will trust you with his grain.

The Journal hopes that happy thots
Will crown your Christmas-tide,
That loving thots and growing thots
May be your New Year's pride.

—Myrtle Dean Clark.

Cincinnati's Chamber of Commerce

To facilitate the economical handling of the surplus grain crops of the country, it has been found particularly advantageous to assemble the grain in central markets for cleaning, classifying and mixing, to suit the needs and wants of the interior and foreign buyers. Most of our grain centers of accumulation are located at railway terminals and junction points, where the grain would naturally be transferred from the cars of one to the cars of another road, and in every such center the grain trade is blessed with a grain exchange, designed not only to promote the grain trade of the city, but also to foster fair-dealing, and to protect outsiders who choose to deal in that market, from the practices common with fly-by-night merchants in other lines of business.

The many safeguards thrown about the business by the grain exchanges of the country make it possible for shippers and interior buyers who are thoughtful enough to confine their dealings to members of the exchanges, to handle safely enormous crops every year on smaller margins of profit than are in vogue in any other line of merchandising. True, many careless shippers or buyers who are willing to deal with any Tom, Dick or Harry who happens "to favor them" to the extent of $\frac{1}{4}$ c or $\frac{1}{2}$ c a bushel often suffer heavy losses, but needlessly, as the grain exchanges are designed to protect them, as well as to facilitate the trade between members.

Not one of the thirty grain exchanges has ever been charged with assisting or even tolerating wrong doing. None could expect to have any force in the trade, were it to countenance dishonorable dealing by members. Each one has a code of rules governing trading by members, which are intended to make the market not only safe for, but inviting to outsiders.

Cincinnati is one of the oldest central markets of the Ohio Valley, and the railroads leading to the surplus sections of Illinois, Indiana, Michigan, Ohio and Kentucky make it an advantageous point of accumulation, and other railroads penetrating the cotton producing sections of the Southeast afford a ready outlet for grain of different kinds and qualities at all seasons.

NEW HOME OF CINCINNATI EXCHANGE.

Cincinnati, the Queen City, has enjoyed a year of large results, commercially, larger still in its promise for the future. Its Commercial Association, flushed with aggressive optimism, is winning for the city the facilities essential to its commercial and industrial growth. The splendid growth of the city's varied interests is evidenced by the new home being made ready for the Chamber of Commerce. It is expected that in May the Chamber of Commerce will move into its new home in the thirty-one story building being erected on the site of the old Chamber of Commerce building at the southwest corner of Fourth avenue and Vine street. An illustration of the building is given on our supplement to this number.

The building itself will tower five hundred feet above Fourth avenue, and when completed will be the tallest office building in the world outside of New York City. It will be absolutely fireproof and contain every known modern provision for the safety and comfort of its tenants, including an up-to-date emergency hospital.

The quarters of the Chamber of Commerce will be in keeping with the general character of the building, and the organization will be housed in the most up-to-date establishment of its kind. It will occupy the entire second and third floors, and in addition to the regular elevator service, will be reached by a magnificent marble stairway, leading to the exchange floor. The main floor will contain the exchange hall, a spacious room in marble and stucco with suitable mural decorations—culminating in a stately marble rostrum, situated in the western end of the hall.

Provision will be made for the most up-to-date "exchange" equipment in the country, with full stock, grain, provisions and other markets and telegraph and telephone service. In addition,

consideration will be had for the broader activities of the association with a view to making the noonday session a time of meeting for business men generally in addition to those who are actively engaged on the floor. With this end in view, there will be a large lounging and reading room, in connection with the library, where books and publications relating to commerce will be found.

An effort will be made to develop to the highest degree the potentiality of an assembly of several hundred of the leading men of the city, who gather daily for social and business intercourse, and who may at a moment's notice be called together to discuss any public question of pressing need. One of the interesting special features will be the establishment of a complete meteorological and river department library, in charge of a government representative, where information and advice will be furnished relating to those two important subjects. On this floor also will be the store room, grain testing room, inspection and weighing bureaus and other departments.

The Exchange Hall will be two stories in height and a commodious visitors' gallery will be located on the northern side. On the second floor of the Chamber's quarters will be the committee rooms for private or public conferences, accommodations for such bureaus or departments as require special arrangements, and a large assembly hall. This is to accommodate regular meetings of the Chamber and such gatherings of a public nature as may properly be held in this center of commercial and municipal activity. In general The Chambers of Commerce will be established in a temple especially adopted to its needs, a building which will be the pride of the Queen City.

The twenty railroads radiating from Cincinnati to every section of the country make the yearly movement of grain round into some surprising figures. The table below shows the total receipts by rail and river of grain and hay for ten years.

CINCINNATI AS A SHIPPING CENTER.

The city has six trunk lines to the east and owns its own line to the south, The Cincinnati Southern. When the city's trade with the south was threatened for lack of railroad facilities, the citizens by popular vote authorized the construction of a railroad from Cincinnati to Chattanooga. From the proceeds of the sale of municipal bonds, this road was completed in the early eighties and is now one of the city's most valuable assets, at present netting the city over a million annually. When the Panama canal is completed Cincinnati will have direct water connection with all the world's seaports and will be nearer the markets of the Orient than New York. A greater tonnage floats down the Ohio river annually than is carried by the waters of any other unimproved river, and the new government locks when completed will insure a nine-foot stage of water from Pittsburg.

WORK OF GRAIN INSPECTION DEPARTMENT.

The grain inspection bureau has Mr. George F. Munson as its chief. That this department has plenty to do is recorded by the fact that river and rail receipts last year was over nine million bushels of corn, over seven million bushels of oats and nearly four million of wheat. Mr. Munson has been chief inspector of the bureau for the past five years or since the date of its establishment. The force of thirteen deputies are all employed and paid by the Chamber of Commerce, being independent of the grain and hay members. Grain is sampled on track and grade decided on in the office, where enough moisture testers are used to test twenty-four cars of corn at one time. An inspection fee of forty cents a car is charged on grain, fifty cents a car on mill feed and \$1.30 a car on hay. The inspection on hay is governed by the rules of the National Hay Assn. and adopted by the Cincinnati Chamber of Commerce.

Cincinnati was the first market where official inspection of grain was made. In 1869-70 a meeting of the members of the Chamber of Commerce, Albany Chamber of Commerce and New York Produce Exchange was held to decide on uniform and improved rules governing the inspection of grain for all exchanges. Originally the fees for inspection were paid by grain men to the inspector who hired his own assistants. This system led to many abuses and was abolished.

An appeals committee called the grain committee, composed of five members, have the power to reverse the decisions of the

ARTICLES.	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902
Grain and Products.										
Barley.....bush	490,354	760,522	521,156	656,469	763,746	946,624	1,171,779	1,025,936	886,755	817,909
Corn.....bush	9,367,710	8,631,574	7,145,408	7,763,457	9,190,142	8,339,810	7,883,222	9,570,217	10,453,465	7,820,048
Oats.....bush	7,329,426	6,396,527	5,798,766	5,936,773	6,072,164	6,738,482	7,838,767	4,991,574	5,890,504	5,883,009
Rye.....bush	727,437	722,849	670,847	579,522	629,291	647,806	595,758	575,923	520,695	523,024
Wheat.....bush	3,946,681	3,776,828	4,178,771	4,052,264	2,524,845	3,291,822	844,191	1,933,447	2,830,463	4,988,822
Bran and Middlings.....tons	58,638	62,475	63,968	59,792	85,590	44,692	50,616	43,041	38,062	78,784
Flour.....bbls	1,472,930	1,324,010	1,402,331	1,449,434	1,427,416	1,546,625	1,407,167	1,524,725	1,553,704	2,408,058
Malt.....bush	1,778,888	1,879,198	1,672,434	1,530,340	2,320,752	2,000,304	1,402,614	1,137,655	1,186,112	1,012,907
Hay.....tons	155,195	189,262	167,263	156,151	162,225	220,874	131,220	110,371	108,091	166,909

Receipts of Leading Com. modities at Cincinnati.

grain inspector and also to hear and settle disputes of the grain trade which may be brot before it for adjustment. A discount committee composed of five members decide what discount should be made on grain that does not grade as contracted. Mr. Edward F. Dennis is the chief hay inspector.

The department made inspections during 1911 as follows: Grain inbound, 18,510 cars; outbound, 10,101 cars; hay, 8,168 cars; re-inspection, 5,743 cars. In addition 23,250 barrels of flour were inspected. A total of 40,782 cars were weighed during the year.

In the weighing bureau Mr. R. C. Archiable is weighmaster and Gustav Wisser chief of the statistical department. Twenty supervisors or deputies are employed and this bureau inspects all cars, recording the bad and leaking cars on arrival at the elevators.

It also maintains a scale inspection department under supervision of one man, who makes daily inspections and tests of different scales at elevators and railroad yards. The Scale department operates under the state regulation of weights. Very efficient service has been given by these departments.

THE GRAIN AND HAY EXCHANGE.

The Chamber of Commerce recently took over the Cincinnati Commercial Assn., Receivers and Shippers' Assn., Sales Managers' Assn., and under an amendment to the regulations passed this year, provision was made for the creation of subsidiary organizations within the Chamber of Commerce to consist of members of the various trades and to be members of the Chamber of Commerce.

The Grain and Hay members were the first to avail themselves of this and organized the Grain and Hay Exchange of the Chamber of Commerce. Mr. E. B. Terrill was elected president and Mr. August Ferger, secretary. Mr. J. W. Van Leunen, treasurer. These three officers, together with F. F. Collins, C. E. Nippert, P. M. Gale and Alfred Gowling, are the directors.

Eighty-five members of the Chamber of Commerce are engaged in the grain, hay or feed business. We are giving half-tone portraits of members in our supplement.

Among the grain elevators are the Big Four Elevator Co., Canal Elevator and Warehouse Co., Cincinnati Grain Co. at Latonia, Kentucky, Dickmeier Brothers, Early & Daniel Co., Fairmount Elevator, A. Ferger & Co., Gale Bros. Co., Standard Hay & Grain Co. at Latonia, Union Hay & Grain Co. and H. Weber & Co.

Other subsidiary organizations of the Chamber of Commerce are the Coal Exchange, Produce Exchange, Pork Packers and Provision Dealers' Assn., Export Club, Sales Managers' Assn. These various organizations promote and discuss matters of

interest to their trades and make recommendations to the board of directors of the Chamber of Commerce.

The Chamber of Commerce was organized in 1839 and was composed of the leading business men of the various trades, including grain and hay dealers. Another organization called the Merchants' Exchange was formed in 1844. Two years later the latter organization joined with the Chamber of Commerce, which was the oldest business organization west of the Alleghany mountains. The Chamber of Commerce is composed of members of various trades, but the grain and hay members are now and have always been the most active on the floor of the exchange. Besides operating the exchange floor, where the trading in grain and hay is operated, the body also operates the foreign trade department, traffic department, convention bureau, industrial bureau, public bureau and statistical bureau. All trades are recorded publicly in a book for that purpose and open to challenge. Options are not traded in, but the market has daily calls on the floor for "cash" and "to arrive" grain.

Fifteen members of the Chamber of Commerce compose an arbitrational committee where all disputes can be tried by members. If parties concerned in dispute are dissatisfied with the findings of the committee an appeal may be taken to a committee of appeals, which decides the case on the evidence and findings and the parties concerned must agree to agree to or arbitrate by findings of the committee.

CONSIGNMENT RULES.

The establishment of a daily call for sales of grain and mill feed was one of the important departures of the year. The rule became effective the first of the year and provides for "cash" sales and "to arrive within ten days." The call is held on the exchange floor at 1:15 p. m. each day for the purpose of establishing a public competitive market for grain.

Other rules adopted by the board at the same time provides for an advance of eighty per cent of the contract price on all purchases of grain or hay and the requirement of a payment of interest by consignor on all advancements made.

A rule was also adopted requiring that all grain or hay consigned, which a consignee desires to take to his account, the grain or hay shall first be offered at public auction on the exchange floor in order to establish the price which shall be paid to the shipper.

One important feature of the work of the Chamber of Commerce undertaken during the past year was the organizing of the Ohio Valley. In furtherance of the idea that the valley would be peculiarly benefited by the canalization of the river,

[Continued on Page 963.]



Good New Year Resolutions.

Proper Cooperage of Cars for Grain

By A. E. SCHUYLER, Chicago, Ill.

A review of the records of the Weighing Department of the Chicago Board of Trade for the month of November, shows that 11 percent of the cars weighed were recorded leaking by Board of Trade inspectors. While many of these cars may not have leaked to any appreciable extent, some evidence must have been apparent to have caused the inspectors to record the leakages.

Of the 11 percent of leakage reported, 452 cars or over 15 percent leaked grain over the grain doors, the grain being higher, at the time the cars were set for unloading, than the doorways were boarded. There was also 11 percent of the total leakage (335 cars) that was caused by improperly installed or insufficiently braced grain doors. In other words, over 26 percent of all the leakage reported by the Chicago Board of Trade was due either to the grain being higher than the doorways were boarded, or to the failure carefully to apply and properly brace the grain doors.

Turn now to the car box. Forty-seven percent of the leakage reported by Weighmaster Foss's inspectors (1423 cars) arrived leaking at the sides and ends due to loose sheathings. This fact alone forcefully emphasizes the value of an outside inspection after cars are loaded to be sure that each sheathing board is securely nailed to the sills before the cars are switched away.

Seven hundred and sixty-five of the cars (25 percent) reported leaking by Weighmaster Foss's inspectors leaked at various points not included in the above, such as end windows, short floor boards and so forth.

My experience justifies my conclusion that if the following suggestions are intelligently carried out, leakage of grain from cars would be materially reduced.

INSPECTING CARS: The first step is to inspect each car carefully, inside and outside, to ascertain if the car is suitable for bulk grain, and is or can be made grain-tight. The points to be given special attention in this examination are as follows:

(a) *Junction of Floors and Side Braces at the Sills:* Any short floor board crevice found at this point should be covered with a paper pad secured in place by nailing a strip of wood over the pad. A small strip of burlap as shown in cut one, figure one, is also effective.

(b) *End of Cars on Inside:* Any crack or opening at floor board next to end sill can be effectively covered with a strip of paper or burlap laid over the floor at the sill and held in place with a strip of board.

Leaks known as "dead wood leaks" occur under the beveled pieces which are on the floor underneath and behind the linings between the end posts. Should these beveled pieces be loose, which can be readily determined by feeling the beveled pieces with your hand, raise them and place a strip of burlap or paper on the floor pushing the burlap or paper tight against the sheathings, then replace the beveled pieces over the burlap or paper.

(c) *End Posts.*

(d) *Door Posts.*

(e) *Floors.*

(f) *Outside Sheathings:* It is important to securely nail any loose sheathings to the side and end sills. Should it be difficult to draw up the sheathing boards tight against the sills on account of the sill being soft or rotten, fasten a burlap or paper pad underneath the sill with a strip of board nailed over it to hold it in place. (See cut two), figure two.

GRAIN DOORS: Apply burlap or paper pads to any door posts that are filled with old nails or spikes to insure tight joints between grain doors and door posts. (See cut three).

(a) *To Stiffen Grain Doors,* and to prevent a weaker door or board from bulging more than a stronger door or board, apply an upright brace near the middle of the doors, extending the brace from the floor. Where iron sills do not prevent, secure this upright brace at the floor by means of a well nailed cleat. This cleat must be placed opposite the upright brace only, and about one inch out from the brace in order to allow the door to bulge before hitting the cleat. (See cut four).

(b) *Fastening Grain Doors:* Do not spike grain doors to the door posts under any circumstances for there can be no possible excuse for this practice. Spiking doors to door posts causes trouble and delay to the unloaders, causes damage to the car, and often results in damage to other classes of freight than grain that is carried during succeeding movements. Cut five shows door posts filled with spikes.

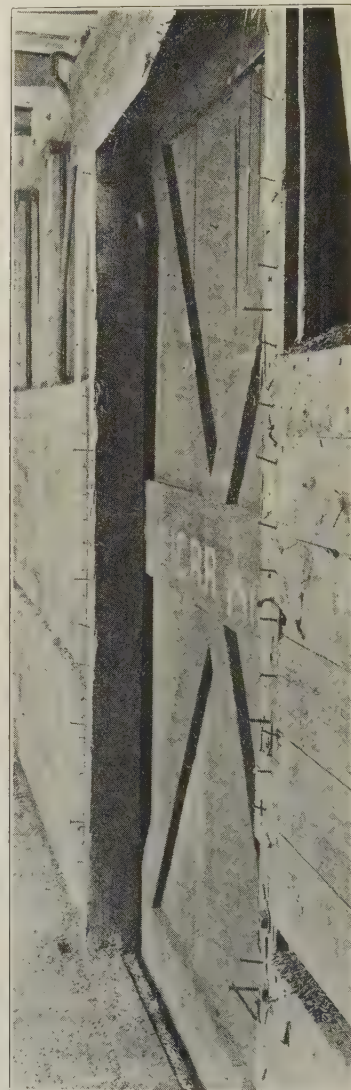
COOPERAGE CASE ARGUED.

The first case presented to the Interstate Commerce Commission for reparation of expense incurred in cooping cars for flour loading was that of the J. C. Lysle Milling Co., Leavenworth, Kan., covering the cost of repairs to cars of the C., B. & Q. Ry. This matter has been under consideration since the Commission affirmed the discontinuance of refunding millers for cooperage on cars. The case was heard at Kansas City by a special examiner of the Commission, and the brief has been filed since that time by the complainants.

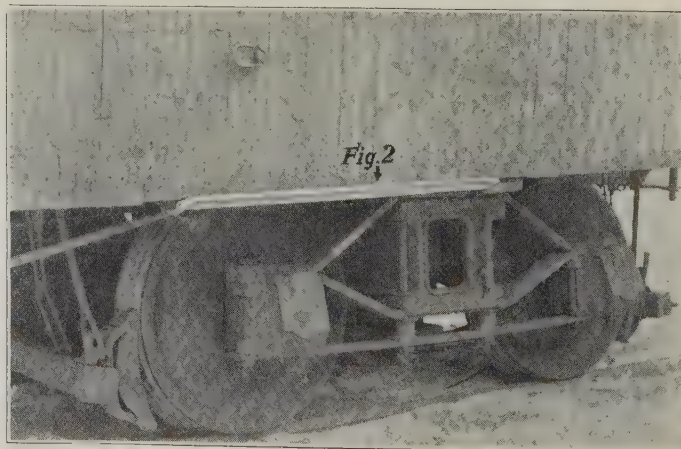
The Lysle Co.'s bill was for the sum of \$500.80, which



Cut 5—Door Posts Filled with Spikes.



Cut 4—Center Brace Door.

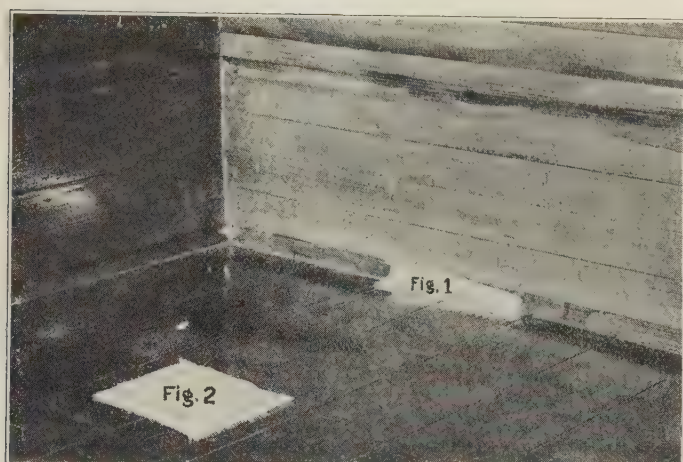


Cut. 2.—Fig. 2.—Outside Sheathing.

was said to cover the repairs of 626 cars, at a maximum cost of 80c per car and the railway alleged that tariffs forbade payment.

J. F. Wilson of the Kansas City Transportation Bureau, who prepared the brief for the complainants, said: The only question at issue is the legal right of the defendant to pay this allowance under existing publication and, even, tho it shud be determined that the publication is not sufficient and adequate authority, the Commission should find for the complainant because of the legal obligation of the carrier to provide adequate equipment for the safe transportation of property and its failure to so provide such equipment and the necessity of the transportation of the traffic required; and further to refuse payment of this allowance for putting in condition cars to transport flour would be an unlawful discrimination against flour and in favor of grain.

If the complainant is not to be reimbursed for this outlay, the commission must bear in mind that this is adding to his cost of transportation and in a manner not covered by any lawful publication. If the defendant can increase its charges in this manner on this traffic then there is no limit to the extent it can go in increasing charges on this and other articles, by furnishing cars wholly inadequate for any purpose except to be pulled over the railroad, and shippers may be required to put in new car doors or siding or anything else to protect his property.



Cut. 1.—Fig. 1.—Burlap at Side Brace.
Fig. 2.—Burlap on Floor Crevice.



Cut 3—Burlap on Grain Door.

THE PROPOSED INCREASE IN FREIGHT RATES FROM ILLINOIS POINTS

By R. C. BALDWIN, Bloomington, Ill.

From my limited knowledge, it seems that the existing basis of freights controlling the shipment of grain from Illinois is a very favorable basis. It is sanctioned and approved by the many years that the rates have been on substantially the same basis. This state is particularly fortunate in having a great diversity of markets, due to equitable thru rates being established on all lines. It has made it possible for the local grain man to use his judgment of market conditions and merchandise his grain in numerous places to advantage, and there is no section where dealers are under the absolute domination of any one market. As a result, substantially the same prices can be realized on all the roads at most times.

It would seem to be of great advantage to the country grain shipper if the rates to Ohio river and southern points could be equalized to a standard rate much the same as is true on the proportional rates thru Chicago and thru rates in effect to eastern markets. Substantially, the six cent proportional rate to Chicago governs over all of this territory, and it necessarily follows that substantially the same rate governs from central Illinois points to eastern interior and seaboard points.

RATES TO SOUTHERN POINTS: This is not true of rates to southern points. As there is a fixed differential between the rates prevailing to southern markets, it is sufficient for illustration to refer to the rates in effect to Memphis; as wherever there is an increase in the Memphis rate there is an equal increase in the rates to the other markets. That is, there is always a four cent spread between the rate to Cairo and Memphis and Memphis is always six cents under Nashville.

The larger part of the grain moving to the south is on the basis of points taking an 11 cent rate to Memphis. There is an adjoining group taking a 12 cent rate, and third group taking a 13 cent rate. From all of these sections there is the six cent proportional rate to Chicago. The same idea is also found in the rates prevailing to Louisville and Cincinnati. It would seem to be a move in the right direction if the rates could be standardized, and the present rate of 11 cents to Memphis be raised to 12 cents, the 12 cent group remain unchanged, and 13 cent rate reduced to 12 cents. It would not harm those at present having the benefit of the 11 cent rate, but it would enable the dealers in the groups taking a higher rate, and who have to pay practically the same price to be able to realize an equal benefit.

It would also be to the advantage of shippers on the north and south roads as distinguished from the direct eastern roads if there were similar and equal rates in effect to points in the C. F. A. territory; that is, Michigan. Indiana and Ohio.

INCREASED RATES FROM ILLINOIS POINTS: For over a year the Western Trunk Line Committee has been studying the matter of a general and horizontal increase in the rates of one cent per hundred to all markets, but they do not contemplate, at least immediately, making any similar change in the rates on grain originating in Indiana, Iowa, Missouri and other competitive producing sections. If this is done, the effect would be to greatly weaken the competitive condition of central Illinois dealers and lessen their opportunity favorably to distribute their grain. It would be a direct attack on the Illinois farmer and reduce the selling cost of his grain to this extent or substantially fifteen million dollars a year. It is obvious that if the rate to St. Louis, for instance, is raised one cent a hundred, and the rates to St. Louis from Iowa are not increased, that St. Louis will draw more of its grain from other sections, and a considerable portion of this state will lose the advantage of the St. Louis market. It is a discrimination against the Illinois farmer and the dealer. Memphis and Cairo could still draw grain out of Iowa direct and on an unchanged rate would naturally buy more freely there.

Up to this time sufficient pressure has been brot to bear to prevent the checking in of the rates, but it is expected that this is only temporarily delayed, and that it will be necessary to carry the opposition to a complaint before the Interstate Commerce Commission. The country dealers owe it to themselves to make protest to the transportation authorities on the basis that they do not complain primarily at a necessary increase in the rate, should it result in better transportation facilities, but they do protest at this increase so long as it is not applied to other competing territories, and so long as the proposed change will reduce the present competitive advantages of the territory affected.

Bookkeeping for the Grain Elevator

By ARTEMAS R. HOPKINS, Chicago, Ill.

The "Cut-Off" notion is nowise confined to the novitiate period of grain elevator bookkeepers' lives. Men whose life work has been the management and keeping of records in grain elevators claim that the profit made or loss sustained in the handling of grain can not be calculated until the elevator is empty of the kind of grain under consideration, and this he calls his cut-off. The argument advanced more frequently than others in support of this opinion is substantially as follows:

Handling grain is not like banking. It is vastly more complex. The banker may so easily record all the money received during the day and deduct the total of the money paid out. This difference is his balance on hand. But we handle several kinds of grain. Some of it is bot when it goes over the scales. Some goes into storage. Some is received without any understanding until the farmer has hauled many loads during several days and has his grain all in and even then it may be weeks before it is known whether that grain is to be stored or bot. All this grain is elevated and run into the bins. Cars are loaded out of these bins and no one knows whether Smith's and Brown's grain has been shipped or is still in the bins. The grain dealer can only figure the average cost of all grain bot, the average price received for all grain sold and then estimates the profit. Or wait till there is a cut-off and then calculate the profit.

It does not occur to the elevator bookkeeper that the banker handles currency, collection items, exchanges, collaterals, bonds, coupons, interest, etc., under a multitude of conditions. He does not realize that if all the bankers should adopt his practice and wait till they had a cut-off to enter up the business done, a pandemonium would ensue and business would immediately go to the bow wows.

This cut-off scheme is the rock that has wrecked more grain dealers' ships of commerce than any other.

Until recently farmers and grain dealers generally seemed to think that if a man was raised on a farm, had hauled grain to an elevator and suffered a dockage for under grade and knew rotten corn when he saw it, he could run an elevator and keep the books as well as anybody. Now, however, elevator companies and owners require that the man who gets the job shall have a knowledge of the principles of bookkeeping. Altho this cut-off notion is still a great bone of contention between employers and their managers, it will soon become obsolete. Progressive elevator bookkeepers see the folly of it, and many methods are coming into practice for its elimination.

An elevator company recently had an elaborate system of bookkeeping installed. There were many forms and numerous books many of which were so large that only one book could be used on the desk at a time. All were of special rulings. Some had the most expensive bindings obtainable. This set was very expensive and appeared to be quite complete, but it was so complicated that none of the officers of the company understood anything whatever of it, and the manager worked several months in an effort to keep his records with it. The system was finally consigned to a junk dealer.

It is not difficult to keep the records of grain handled at a country elevator so that a balance may be had every night showing the quantity of grain on hand. This does not require a great set of books with fancy bindings. Most managers will devise a system of their own when they come to a full realization of the importance of knowing every day the results of their transactions and the quantity of grain in the elevator. In cases of loss by fire it is essential that an inventory of grain in the elevator should be readily calculated. It is not my purpose to lay out a system of bookkeeping, but to call the attention of elevator managers to the importance of it with the hope that those who do not now keep a complete record of grain received and shipped in such manner that they can tell the results of their transactions without waiting for a cut-off will adopt some modern system.

DURUM WHEAT prices are comparatively high, in spite of a normal production of about 40 million bus. It is probable that a constantly increasing use of the durum flour in the making of bread, either alone or in combination with common wheat flour, together with the inability of the Mediterranean markets to obtain durum wheats from Russia and the Balkan States at present, is responsible for the record prices being paid at Duluth, where, on Dec. 21, No. 1 durum closed at 85, against 82½ for No. 1 northern spring.

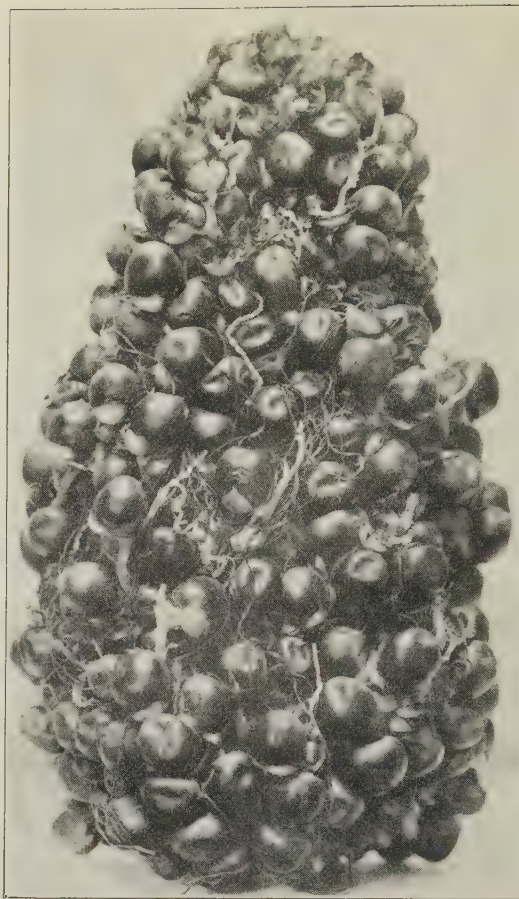
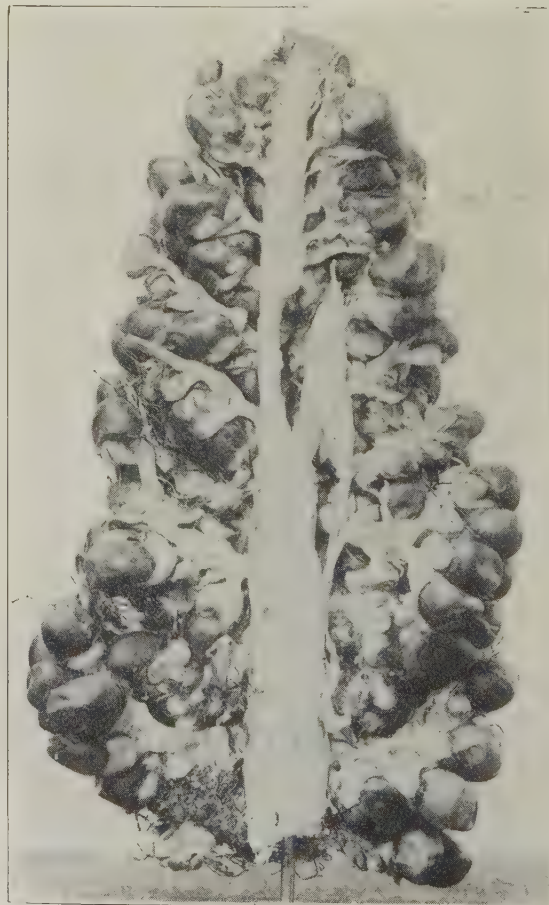


Photo by Flora M. Sims.

a.—The Parent Ear of Branch Corn.



b.—Longitudinal Section Branch Corn.

Branch Corn — A New Subspecies of *Zea Mays*

By DR. WALTER B. GERNERT, of the University of Illinois

Interest has been aroused concerning a new type of corn, the parent ear of which was found a few years ago at the Illinois Agricultural Experiment Station, and it is hoped that some of the exaggerated statements made by the press, relative to this corn, will be taken by the reading public with considerable essence of salt.

A rather extended study of corn is under way at this station in an effort to learn more about the constitution and behavior of the corn plant, and the possible control by the breeder of some or all of the many desirable and undesirable characters which have been identified in corn. What is learned about corn in particular can be applied in general to all other plants as well as animals, including man. Thus the study concerned with behavior of characters or heredity is not at all a limited one as some people would have us believe. The field Heredity or Genetics—as it is now called, because of its vast interests concerning all life on the earth, is attracting more attention today than any other department of science, while the possibility of important discoveries of great value in every day life is very promising.

THE CARE AND MAINTENANCE of the soil is an important field of endeavor and yet all soil values depend directly upon the plants that soils in general are capable of supporting. It is possible and probable that the chemist will soon furnish us nourishing food economically, made synthetically without the aid of plants or animals. The time may come when it will be possible and even necessary to do away with plants and animals as a source of food, but that situation is probably in the far future and need not now alarm us.

Thus the study of the plant and its possible improvement for man's need should receive as much or more attention than the soil. The two lines of investigation should be conducted in harmony with one another, since they are so intimately connected. It is hoped that both will receive their share of attention and support from the public, for whose benefit investigators are devoting their lives, directly or indirectly, the world over.



d.—Abnormality Frequent in Corn.

THE WORK OF STUDY and possible improvement of the "branch" corn—as it has been designated, is in progress and the first report of its discovery in the autumn of 1909 was intended primarily as a matter of scientific interest, while no assertions of any immediate economic value were made in connection with that report.

We do not know the cause of the original parent ear of this new type. It was found in a plot of common yellow dent corn that had been selected for several generations for high protein content, but this selection is not thought to have had any influence upon the production of the only branch ear that was found in the history of thousands of individuals in this strain.

No such individual has ever been reported elsewhere, so far as is known, altho it is probable that others similar to this have occurred somewhere, either unnoticed or, if observed, then discarded and forgotten.

THE KNOWN VARIETIES of corn are classified in six groups: pop, flint, dent, soft, sweet, and pod. With the addition of branch corn we will have seven groups or species. It is necessary to have information concerning all these groups and their behavior when hybridized with each other in order to understand thoroughly the behavior of a given variety in any one of the groups. It is largely for this reason, as well as for the purpose of making new and desirable combinations in the hybrids, that we are using representatives of all the groups of corn in our study of inheritance of characters. Had not such work been under way at the time the branch ear was found it is quite probable that this individual would never have been utilized.

THE ORIGINAL EAR of the new corn is shown in the figure at *a*, with its longitudinal section at *b*. The size of this ear is small in comparison with the majority of ears that have since been obtained from its progeny. In most corn fields, ears are occasionally found having branches on the side of the otherwise normal ear, as is shown at *d*. This feature is a common occurrence in ordinary corn, is usually fluctuating in its behavior, and probably has no relation to the true "branch" type of ear which reproduces its form continually and faithfully in the progeny when kept free from mixture with other varieties. The branch character is a simple Mendelian recessive to the common cylindrical cob.

As can be seen in the illustration, the branch ear is usually cone-shaped in outline and has kernels all through the ear which is composed of the usual pithy core surrounded with numerous irregular branches upon which the kernels are borne at irregular intervals.

The ear, surrounded by normal husks, is borne at the usual place on the side of the culm and not on the ends of suckers where unstable freaks like *d* are frequently found. The tassel is also borne in the usual place and is much branched and cone-shaped like the ear.

THE QUANTITY OF COB in the new type of ear has been reduced very little, if any, from that of the common cylindrical fleshy form, but the nature of it has been changed radically. Its structure is such that it will not be necessary to grind or chop the cob when fed to animals. It would probably be necessary to construct special machines in preparing such corn for human consumption, since particles of the branches and fleshy glumes remain attached to some of the kernels when roughly broken from the ear. It would be quite irrational to expect—corn without the cob—or "cobless corn," since the kernel is heavier than air and requires support as well as some connecting strand with the remainder of the plant which nourishes the kernel. Thus we should hardly expect a large mass or ear of kernels without a substantial supporting structure.

The branch corn has been hybridized with various other types and selection in the progeny is being made with the purpose of not only inducing greater vigor and productiveness but other desirable qualities as well.

No special food value is claimed, as yet, for this corn. The Illinois Experiment Station has no branch corn seed available for sale or distribution. Later, if it is proven desirable to introduce this corn generally, it would certainly be the duty of the station to supply the demand for seed in a limited way at least.

CHRISTMAS gift market very bullish. Increasing demand aids in keeping price firm. No signs of break till December 26th.—"Kent."

THE QUOTATION COMMITTEE of the Elgin Board of Trade was abolished at the last annual meeting of the Board of Trade. This was directly due to the suit by the government against the Board, because that committee is said to have been used by the so-called butter trust for the purpose of arbitrarily fixing the price of that product.

Kurth's Concrete Elevator at Milwaukee, Wis.

Milwaukee's growing grain trade has necessitated the building of new elevators and the replacing of burned elevators of late and the builders have shown their confidence in the future of the city's trade by building permanent structures of fire-proof materials. The new plant of The Kurth Co., illustrated herewith, was hardly completed before the contract was let to the Burrell Engineering & Construction Co. for additional storage tanks.

As the plant now stands it contains a working house with 21 circular reinforced concrete bins and 12 interspaces on one side and 3 circular concrete bins on the other side, giving a storage capacity of about 225,000 bus. An unique feature of the last row of circular bins farthest from the working house is that each circular bin is divided into 4 bins, by means of reinforced concrete partitions.

The working house is formed of a working story which contains the passageways and a Fairbanks hopper scale for weighing barley. Above this is the bin story. Above the bin story are two stories devoted to the cleaning department. These stories contain one Fairbanks hopper scale for weighing malt, one large-size Howes Cleaner of about 2,000 bus. per hour capacity, one large size Invincible Cleaner, two Rich Ring Graders and an American Malt Cleaner of 1,500 bus. capacity. These cleaners are located directly above one another, so as to handle barley thru them on its way down.

Above the cleaner stories is another bin story. Two of these

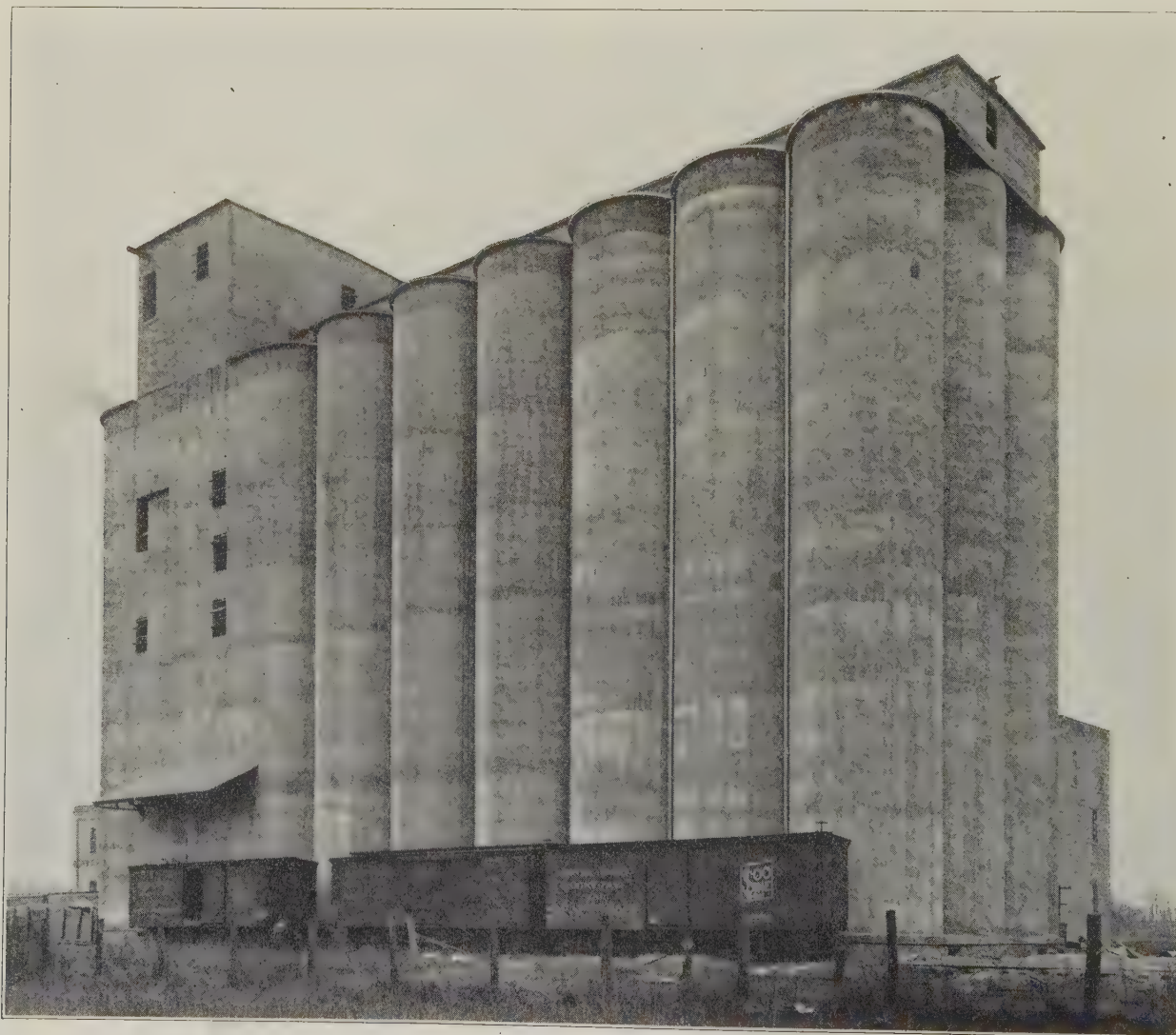
bins are used especially for malt and have spouts leading direct to the malt cleaner, and the clean malt is dropped to the hopper scale on ground floor or to any of the bins in the lower tier.

Above this story is the distributing floor and the elevator head story. The house contains 3 legs, one for receiving barley, one for cleaning barley and one for malt. Two of these legs have an elevating capacity of 7,000 bus. per hour, and the other can elevate 2,000 bus. per hour. Malt can be loaded out thru the large spout or bagged and shipped.

A Barnard & Leas continuous belt elevator facilitates the movement of employes from one floor to another in the working house. Grain is conveyed from working house to the bins in storage part by either of two 16-inch helicoid conveyors running in a concrete conveyor gallery above. Grain is removed from the storage tanks by means of one 16-inch screw conveyor and one 24-inch rubber belt running in a tunnel underneath.

All walls of the concrete tanks are 7 inches thick. The cupola of the working house is formed of structural steel and plaster. Grain may be taken from the working house of the elevator to the malt house on the far side by means of a screw conveyor. On each side of the elevator is a track, and grain or malt in bulk or bags may be loaded direct to cars. Between the elevator and the malt house is a track scale, covered over with sprout and dust bins. The receiving pit is also beneath this track.

All machines are driven by individual motors using 220-volt alternate current, electricity being generated on the plant by means of 2-300 K. W. alternating generators operated by 2 Corliss Engines, one 20x42 and the other 18x42. The Kurth Co. is fortunate in having so conveniently arranged a plant for the rapid handling of its grain.



The Kurth Co.'s New Concrete Elevator at Milwaukee, Wis.

Shelling and Cleaning Corn in Manchuria

One of Asia's most profitable grain centers is that fertile country Manchuria, with Tsitsitar as the chief market-place. Extremely primitive methods are in use in cultivation, and it is difficult to imagine the crops which the natives extract from the soil.

Situated in the fertile valley of the Sungari river Toboshin lies as the centre of the province. Retarded as to civilization the crudest of machinery is in use. The popular method of plowing is the use of the head bone of some large animal fastened to a heavy stick and hitched to a water buffalo, who swings through the land at a brisk trot, just breaking the ground here and there. Fertile as the land is, it requires irrigation, and this is done by small ditches tramped into proper channels by natives.

In the harvest the grain is cut with a sickle. The threshing is the clumsy part. For instance, after barley is cut, the heads are drawn through something similar to a comb, which breaks the straws and leaves the head. Then the heads are placed on a matting and are threshed by a peculiar stick, or flail, which is operated with one hand. In cleaning or fanning straw baskets are used and the chaff blown away by the wind. In the accompanying illustration note the method of shelling corn. After pounding the ears with the flail the cobs are raked or swept out and turned over to the children, who strip the ears of the remaining kernels. The corn is then raked onto the matting and thrown up into the air to permit the wind to blow out the dirt and the husks. How these primeval corn threshers would gape upon introduction to one of our modern machines which shell and clean 2,000 bushels per hour!

COMMISSION TO GIVE HEARING ON MILLING in Transit.

The Interstate Commerce Commission will give hearings beginning Dec. 30 at Washington, on the whole subject of milling in transit regulations, in response to a request by the attorneys of the Southwestern Millers League. The Commission considered the matter of such importance the hearing should be before the entire Commission and that instead of limiting the application of the new regulations to southwestern territory they should be adapted to the whole country.

The new rules as worked out by the millers and carriers at their Chicago conference early this month and presented to the Commission for approval, are as follows:

Division of Products.—It is not practicable to preserve the identity of grain unloaded into transit houses; but the same kind of grain may be blended or milled and an equal amount of any product thereof, less the loss in manufacture, may be forwarded on freight bill for any inbound grain entering into the blend. Provided, that the mill shall not be permitted to ship out via all lines, under transit, more of any product of such grain than can be manufactured from the grain received via all lines, under transit. Freight bills covering receipts by one line shall not be surrendered against shipments out over another line, except where thru rates are in effect via transit points.

Color Scheme.—In the movement of grain no distinction shall be made in the different varieties of the same kind of grain. When grain or the products of grain are blended or the products of grain are manufactured from different varieties of the same kind of grain, freight bills for any one of the component parts of the blend will be accepted as representative of the out-shipment.

Cancellation of Freight Bills.—Excess of transit billing over transit tonnage on hand shall be canceled by dealer daily, such cancellation to be verified then or subsequently by carrier or bureau agent.



REVOCATION OF 15 1-2 CENT EXPORT RATE to Gulf Ports.

Omaha grain men have around 2,000 cars of wheat sold for Dec-Jan shipment, all for export and to go through the gateways of Galveston and New Orleans. It was bot on the basis of the 15½ cent rate, their idea being that the low rate was to be maintained until March 31st, that being the date fixed for expiration before the Interstate Commerce Commission backed up its order and ordered the advance to go into effect Monday, Dec. 23d. As a result of the restoration of the 18½ cent rate on three days notice the Omaha grain shippers were unable to get their wheat started to market in time to take advantage of the three cent differential and consequently they stand to lose this amount on every bushel contracted for sale. They have joined in a telegram to the Interstate Commerce Commission stating the facts and asking for an extension until at least Dec. 31st before applying the advanced rate.

Not only have the Omaha grain dealers asked for more time, but they have taken steps looking to the punishment of the three roads—the Mo. Pac., Ills. Cent. and Burlington—that applied the 15½c rate, and then without the customary notice got from under.

The Omaha grain men have taken the preliminary steps to level the domestic rates on wheat to the gulf ports. At the present time the domestic rate on wheat applied to Galveston and New Orleans by the Mo. Pac., Ills. Cent. and Burlington is 32 cents per 100 pounds. This is on grain that goes to these ports, milled and sold for feed. On the other hand the same wheat in the event it is billed out for export, under the advance ordered by the commission, takes 18½ cents per 100 pounds rate, tho the expense of shipping and handling at the gulf ports is the same, as both rates include elevation, switching and terminal charges.

Omaha men claim these rates are entirely out of line and that the differentials are too far apart. They say the domestic rate is too high or else, even at 18½ cts, the export rate is about 15 cents per 100 pounds too low.

They will ask a hearing before the commission and demand that there be an equalization of the rates. They feel in this matter they will have the united support of the Galveston and New Orleans dealers, contending that if these cities are going to stay in the grain trade they must have the output of the Missouri Valley country, which they cannot get if the domestic rate is practically three times the rate to Chicago and Minneapolis.

New Concrete Elevator at Calgary, Alta.

Many new elevators are being erected in different parts of the Dominion of Canada and most of the large plants are being constructed of reinforced concrete, this material being used in the construction of working houses as well as in the construction of grain storage tanks.

The plant illustrated herewith, just completed for the Canada Malting Co., Limited, at Calgary, Alberta, Canada, includes a reinforced concrete barley elevator of 500,000 bus. capacity and a six-story brick and reinforced concrete malt house.

The storage annex consists of 32 tanks in all, 90 feet high, all of these tanks having self-cleaning hoppers.

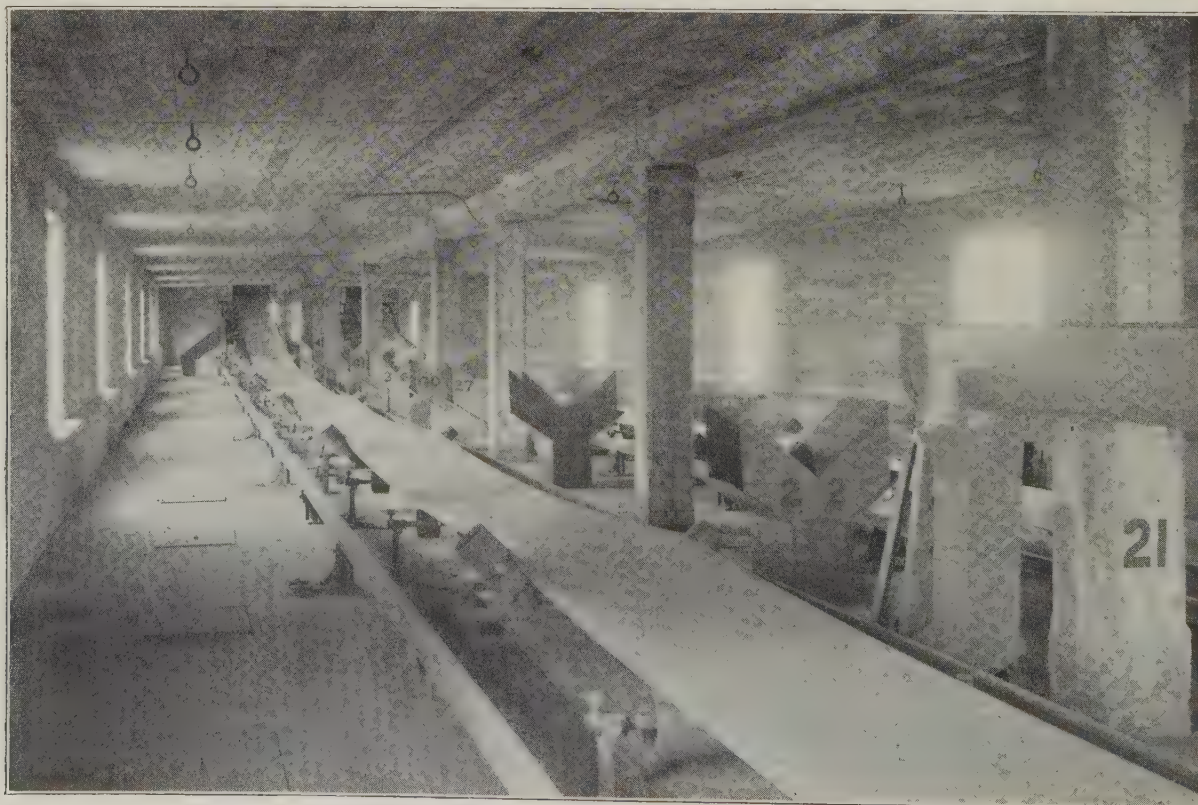
The working house is 28 feet in width by 43½ feet in length and 153 feet in height above the foundation.

The equipment of this elevator consists of two 30" conveyor belts over the storage tanks and two of the same size in the tunnels underneath the storage tanks. Each of the two sets of garners and scales has 1,200 bushels capacity. Grain is elevated by means of a malt and a barley leg, each having an hourly capacity of 10,000 bus.

Two No. 9 Eureka Warehouse Separators, one No. 6A Monitor Screenings Machine, one 10-cylinder Rich Ring Grader and two Invincible Double Needle Machines are provided for cleaning and grading the grain.

The working house is equipped with several bins to take care of the different grades of cleaned grain. Grain is removed from cars by two sets of Clark-Beatty power shovels which deliver it into the receiving sink. From this hopper the grain is carried by a screw conveyor to the elevator boots. Provision is also made for reloading to cars by means of bagging chutes for the malt and a car spout for the barley.

The malt house is equipped with the patented Saladin Process to turn out about 2,000 bushels of malt per day. This is accomplished by the use of four germinating compartments 15 feet in width by 102 feet long.



Interior of Cupola Over Tanks of Canada Malting Co.'s Plant at Calgary, Alta.

The power plant consists of three 72"x16 ft. return tubular boilers having a combined capacity of 375 h. p., and the engine is of the Corliss type 17"x38". The stack for these boilers is of reinforced concrete 56" inside diameter by 130 feet in height.

For the elevator movable forms were used throughout in the construction of the working house and tanks, all moving uniformly and the concrete pouring from the time the foundation was completed required just twenty-one days to complete the 90 feet which was the top of the tanks. The company's regular system of forms and patent jacks were used exclusively on this job.

About 12,000 barrels of Portland cement were used in the construction of the plant, about 1,300,000 brick and about 35,000 tile, the latter being used for partitions in the malt house. The above plant is only one of a number which have been constructed by the Canadian Stewart Company, Limited, for the Canada Malting Co., Limited, at different points throughout Canada.

UNFAIR COMPETITION will be restrained under a measure to be introduced by Senator Clapp to prevent lowering prices in certain localities to force out competition.

THE GRAIN DEALER AS SANTA CLAUS.

BY C. H. CONGDON.

Shying away from publicity, but yet confiding their secret to a few personal friends, a number of the grain dealers of Philadelphia have turned out and joined the "Good Fellows Club," and it will be their effort to make glad the hearts of a number of the city's poor children.

The workings of the club are like this: Names of poor children are collected, and special care is taken to make sure that the most needy ones are selected, those who are positively sure that no Santa Claus will brighten their homes. The city is thoroly gone over, to make sure no little ones are missed. After all the names have been collected, they are divided among the members, each taking a certain number living in the same section of the city.

On Christmas Eve, dressed up to impersonate old Kris the members with a pack on their back, start out to spread the good cheer. Many are the quaint happenings that befall the members on their mission, and none ever knows the real joy it brings to the city's poor, and to each Santa Claus.

Sure, the grain men are one of the most thotful members of the business world, and the grain men in the "Good Fellows Club" of Philadelphia deserve no end of credit for their interest in the work.



The Canada Malting Co.'s New 500,000-bu. Concrete Elevator at Calgary, Alberta.

How Can Country Dealers Best Employ Their Spare Time

GRAIN BUYERS SPARE TIME.

Grain Dealers Journal: The average receipts of grain at country stations in Illinois are 250,000 bus. annually. This amount could be taken care of in 50 working days with the average equipment, but in actual time it takes 100 to 125 days to take care of the same amount.

This gives the buyer and his helper about 200 days each year of idle time unless some side line is handled.

What has proven the best side line for the grain dealer or what line of outside work gives the best results for the farmer customer?

In the Northwest we understand that the bulk of the crop is moved in a short time and many houses are locked until another crop is ready to move.

In Illinois it becomes necessary for the buyer to be on hand every working day in order to keep the farmer informed about prices, etc.

We would like to hear from other buyers as to their method of profitably employing their idle time.—Grain Buyer.

LOOK ABOUT THE ELEVATOR.

Greenville, O.—Ohio dealers as a rule can find plenty to do the year around, all they need is to look around their elevators and do what is necessary.—E. A. Grubbs Grain Co., Greenville, O.

SELECT SEED GRAIN.

Cleveland, O.—There are many ways in which a country elevator operator can utilize his time profitably at this season of the year. The Illinois dealer in particular would find it a pleasant and profitable pastime in selecting Corn for seed during the winter. There is rarely a surplus of Corn of this description and always a market at prices considerably higher than the ordinary Corn shipped for general use.

Wheat selected and properly cleaned always commands a premium. This was particularly true in the winter. Wheat belt this fall, farmers having paid from fifty to seventy-five cents per bushel over the market price of ordinary No. 2 Red Wheat for seeding purposes.

The distribution of coal, builder's supplies, tile, etc., is virtually a necessity for the profitable operation of a small elevator in the central states. Very truly, H. M. Strauss & Company.

FAVORS A FEED GRINDER.

Fort Wayne, Ind.—The writer in his time has worked in a country elevator, and also was connected with a number of elevators, and can say this, that as a side line in country point, it depends a little where you are located, and who your competitors are.

A good side line in a country elevator, is a Feed Grinder, to grind chop for the customers, and also handle one or two of the very best brands of flour and feed.

Again there are certain localities where cement and coal can be handled as a side line, as there is also a certain time of the year that these articles can be handled while the grain line is slack.

My first hobby and advice will be to have a feed grinder, a grinder suitable for the customer, either crushing cobs and all, or only shelled corn.—Very truly, The Egly-Doan Elevator Company, C. G. Egly.

CLEAN UP AND ADJUST MACHINERY.

Columbus, O.—Side lines, such as the selling of flour, feed, coal, commercial fertilizers and implements, can always be worked profitably; also, the purchase and handling of hay and straw in connection with grain.

It does not pay to reclean grain stored in the elevators, except at time of shipment, on account of loss in weight and expense of cleaning, but if necessary, same *should be cleaned* at time of storage and the party making storage credited with the amount of cleaned grain.

The writer has seldom seen a country elevator but what was dirty, and some of the machinery out of adjustment; in fact, several days time could be spent to good advantage on 95% of them in the way of cleaning up dark corners, elevator tops, and adjusting machinery, so that an elevator proprietor ought really never be out of something to do.—Very truly, Morton Grain & Hay Co., by W. Morton, Mgr.

SELL DUST AND CRACKED CORN AT HOME.

Columbus, O.—Under no circumstances allow a car of corn, especially New, to be shipped unless it is absolutely clean, free from all dust and cracked corn. In this way the corn will

always be worth more money to the dealer who gets it, and the risk will be less.

Then if shipper will arrange to save his dust and cracked corn, he will soon find that he can get more money for it than he can for the whole corn he ships a great deal of the time, if he will simply notify his farmers that he has an excellent COW FEED for sale at 1c per pound.

We know of a few country elevator men who are doing this at present and we are glad to say that we are always anxious to get their corn for special orders as we feel reasonably sure we will have no HOT Corn from them.—Scott & Woodrow Co.

SUGGESTS FARM AS A SIDE LINE.

Columbus, O.—Let the dealer first take a complete inventory. If his business has been profitable in a degree and he has spare time let him buy a farm close to his elevator and work that, nothing else. If he lives in a live town or city let him engage in the real estate business in a modest way. But first of all improve his grain business in every detail. Many country dealers instead of accepting a good round market bid at closest home market, spend fully a half day or more dillydallying around for one-half cent more, thereby wasting money and time far in excess of the extra price. Others lose by being chronic bulls on the grain, simply because they have the grain in the elevator. The banker is a little too liberal and the dealer takes advantage. Only about one-half of the grain dealers have good business ideas. It is a wonder the trade has so few complete failures. With the same methods employed in other merchandise business only one-fifth would succeed, hence I suggest farms.—Very truly, A. Felty.

NOTIFY RECEIVER OF CARS CAPACITY.

Little Rock, Ark.—I wud suggest that country shippers use more care in examining empties in which they load bulk grain and in seeing that there is no chance for leaks at grain doors.

That they always bill cars to the party that they want notified or if "shipper's order" bill to notify party who is to receive shipment at destination. If this is impracticable the agent at destination should be written immediately after car is loaded and advised who to notify. This would save shippers many thousand dollars annually in demurrage and would help the railroads much in keeping cars moving and preventing damage from grain heating on account of remaining too long in the cars.

That they see that cars are loaded to minimum weight and where necessary mark the capacity of car ordered on Bill Lading. This precaution would save an enormous amount in freight.—H. K. Cochran, by Carroll Thibault.

STUDY THE GRADING OF YOUR MARKET.

Evansville, Ind.—We would suggest that about the best thing the average country elevator man could do would be to make a careful study of the grading of grain at terminal markets, particularly the terminal market to which he sells most frequently.

Having done this, which will occupy about one-twentieth of his spare time, the other nineteen-twentieths should be taken up in a thoro course in nerve building, to get himself to a point where he can apply in his buying from farmers what he knows to be right principle, and what he knows to be essential to the success of his business. The great trouble with most country elevator men is that they have not nerve enough to buy off-grade stuff from a farmer at its worth. Not one in twenty of the country elevator men will do this and the consequence is that not one in twenty is satisfied with inspections at terminals on off-grade stuff that he has bot from farmers. The one in twenty however, who does buy right, is satisfied and knows that he is getting a square deal in the markets and makes money.

There is nothing in the entire proposition of buying at country elevators that is the cause of so much trouble as this one thing.—Yours truly, W. H. Small & Co., A. F. Files, V. P.

SIDE LINES NOT DESIRED.

Topeka, Kan.—It is our opinion that the time of the average grain man which is not consumed in handling grain can be devoted in investing his profits in first mortgages on farm land. If these profits are equal to the huge sums which he is given credit in making by the public, it will keep him fairly busy in finding proper investments for his surplus capital. Of course, he will devote part of his time to automobiling with an occasional side trip to Europe. If this does not take up all of his time, he might buy a flying machine for the purpose of inspecting crop conditions which will enable him to get first hand information and buy futures just at the right time. The average grain man has reached such a state of perfection in handling his own business, that it would be worse than a waste of time to give any further attention to perfecting the marketing and handling of grain. So far as we know, everything is just right now in the grain business. Profits are enormous, weights and grades are always just right and very few of them

ever make a mistake in knowing just when the market is going up or down. In fact the grain business is one continuous round of pleasure, and we are really at a loss to understand why anyone in the grain business would have the least desire to take on any side lines.—Yours truly, Hoyt-Blanchard Grain Co.

SHUD MAKE MOST OF GRAIN BUSINESS BEFORE ADDING SIDE LINES.

Cleveland, O.—In the past we have operated a number of country stations, and have had considerable experience with the woes of the country grain shipper. In the first place we can scarcely think that a grain dealer at the average grain station, needs but one-sixth of his time to attend to his grain business. Possibly the fact that some of them are only moderately successful is due to the slight attention which they are giving their business.

We are inclined to think that most dealers are caught by the highest bids, and in many cases fail to follow up their deals to see whether they have obtained the best net results on their sales, or whether they might have gone in some other direction and to some other market, with more profit. Most country dealers know the various markets and the receivers in those markets, who give them square deals, but they often overlook the fact that a $\frac{1}{4}$ c, or even a $\frac{1}{2}$ c per bushel difference in price from some dealer from whom they had unfavorable returns in the past, will not show up favorable net results in comparison with a lower price from a reliable firm. Many shippers admit this fact, but still do not change their practice.

As to working side lines, we know, in many cases, grain shippers are practically forced to take up one or more side lines, owing to the conditions at their stations. There are several side lines which work in nicely with the grain business where shippers feel that they really have the time to give to them. We have known of stations, however, where the side lines have become a burden and a hindrance to the handling of the grain business, which was depended upon for the principal profit. Certainly every shipper must decide for himself whether conditions at his station would justify his taking up one or more side lines, but we would advise in general that he make sure that he is giving enough time to his grain business to make it yield him all there is in it, before spreading out too far.—Respectfully yours, The Cleveland Grain Co., F. E. Watkins.

CINCINNATI CHAMBER OF COMMERCE.

[Continued from page 953.]

the completion of the Panama Canal and the building and development of waterways of more local significance, the benefits to be derived to be most fully realized must be sought by the valley as a unit. The Chamber of Commerce has taken up with other commercial organizations along the Ohio the suggestion of forming a central organization to foster the welfare of the entire valley. The idea has met with spontaneous approval. Some of the organizations favor the enlargement of the River Improvement Assn., and a meeting is to be called within the near future to formulate a definite plan of action.

The officers and directors of the Cincinnati Chamber of Commerce are as follows: Walter A. Draper, president; H. F. Cellarius, first vice-pres.; George H. Lewis, second vice-pres.; Joseph L. Roth, treas.; Edward A. Fitzgerald, secy.; Leo Blum, Jr., John H. Goyert, Henry F. Lackman, August H. Jansen, Nathan Longfellow, Charles J. Menges, George Keller, C. E. Nippert, Charles P. Morse, Charles A. Tudor.

Office staff—W. C. Culkins, executive secy. and supt.; Carl Dehoney, mgr., Development and Publicity dept.; Bernard Freudenstein, Foreign Trade secy.; S. W. Coffman, auditor; Guy M. Freer, traffic commissioner; Fred M. Renshaw, assistant traffic commissioner.

Inspection bureau—George F. Munson, chief grain inspector; Edward F. Dennis, chief hay inspector.

Weighing bureau—R. C. Archibale, weighmaster; Gustav Wisser, chief of statistical department.

A YIELD of 76 bus. per acre of Marquis wheat on an 11-acre field is reported from Moose Jaw. This is believed to be a world's record for wheat grown purely for commercial purposes.

AGRICULTURAL tariffs will be the subject of a hearing before The Ways and Means Com'te of Congress on Jan. 17. Persons desiring to give advice on any particular schedule should apply to the clerk of that com'te.

UN SOUND CORN, fermented silage or decayed fodder gives cause to the "blind staggers" which has been affecting the cattle of Kentucky, according to Robert Graham of the Kentucky Agricultural Experiment Station, in a recent bulletin.

Care and Operation of Automatic Scales

By W. N. GOODMAN, Chicago, Ill.

Ten years ago, Automatic Scales were used very little in American grain elevators, but today ninety percent of the elevators erected are being equipped with them, both for weighing in and out. Thousands of the old elevators are also being equipped with automatics. Why this great change in such a comparatively short time?

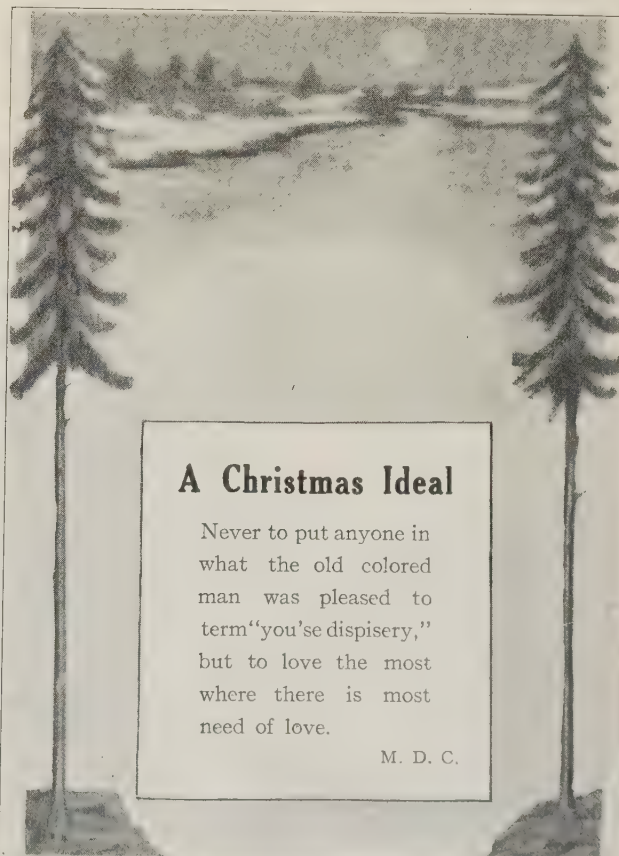
The main reason is that the grain dealer of today hasn't time to handle grain in the old-fashioned ways. It must be handled quickly and automatically, so automatic machinery has been perfected for the work. The most notable improvement has been made in the weighing end of the business.

All these improved methods have considerably lessened the work in a grain elevator, and to such an extent that a grain dealer is liable to forget that his machinery requires occasional attention. The engine perhaps gets more attention than anything else, because that must run in any case, but how about the rest of the machinery?

The automatic scale in the cupola of a country elevator, for instance, is very often to be found surrounded by a thick carpet of dust— $\frac{1}{2}$ inches thick. Dust also clings to every part of the cupola. Think of the danger in taking a light up there. How many elevators have been destroyed that way? A match is struck in the dark to read the register, to find the amount of grain weighed through the scale. Why not get around this danger and have plenty of light in the cupola; put windows all around, then when weighing very dusty grain, open up the windows and let out as much of the dust as possible. Dust which collects on the floor, on the scale, etc., should be at short intervals swept up and removed. It pays to keep the scale clean.

OIL MUST NOT BE USED: While talking about dust, it should be remembered that the automatic scale **MUST NEVER BE OILED.** A wagon scale doesn't get oiled because there is no need. Much more so is there no need for oil on an automatic, because the dust, which is always around an elevator, would mix with the oil and clog the pins and moving levers.

LEAKING ROOFS: Sometimes in the winter the roof leaks, and lets water run on the scale, consequently the water freezes, and if frozen around one of the pins passing through the scale operating levers, the scale is liable to refuse to work.



A Christmas Ideal

Never to put anyone in what the old colored man was pleased to term "you'se dispisery," but to love the most where there is most need of love.

M. D. C.

Don't blame the scale—get your roof repaired. Up-to-date scale manufacturers use non-corrosive metals in the parts where moisture would cause corrosion, so in warm weather even rain through the roof wouldn't affect the scale. However, it's best after all to keep the scale from getting wet at any time. Even wagon scales have to be kept dry to weigh accurately, and the scale pit should always be drained.

MANLIFT PROFITABLE: When an automatic scale is installed in the cupola, it pays many times over in a year to put in a manlift. Think of the steps saved over using a staircase. It's necessary to go up to the scale when starting to weigh, in order to adjust the scale for the suspended grain, and after finishing weighing, in order to read the register. All this work can be done in two or three minutes with the aid of a manlift. If the scale is placed on the working floor, one doesn't have such a great need for a manlift, but in any case it is most useful because the elevator shafting in the cupola and other machinery there has to be oiled.

COUNTERS BELOW UNRELIABLE: Don't rely on a register or counter connected from the scale to the working floor to save you steps, because that register can't be accurate always. The elevator building will settle and cause the connecting links between the scale and register to slacken, with the result that the register is out on the count. If the elevator doesn't settle, then the connecting link may stretch. Altogether it isn't reliable, and so be sure and use a scale that has a reliable register or counter attached directly to it.

Take care that the scale is installed with space all around, so that one can get at it on all sides. It is much handier to be able to get around any piece of machinery, and an automatic scale is no exception.

TEST PERIODICALLY: An automatic scale should be tested periodically to see that it is in balance when empty. Users of these scales are liable at times to forget to balance the scale, because it weighs automatically. It is quite as necessary to have an automatic scale absolutely in balance as a wagon scale, so don't let the scale go for months without testing. It's very simple to test an automatic, and it can be done in a few minutes, just the same as any other scale, and if anything easier. However, if a special test is desired, the various automatic scale manufacturers and the grain dealers' associations now have expert scalemen who will make tests on automatic scales.

Finally, remember that good automatic scales need less attention than any other scale, because after starting you have only to feed the grain to it evenly until the car is loaded or unloaded, as the case may be. However, don't forget to give it some attention and treat it just as well as you would any other scale, and then perfect results will be obtained that can never be questioned by receivers, railroads or other interested parties.

ARGENTINE WHEAT, on account of lax inspection, has been a source of loss to Continental buyers—the German, Dutch and Belgian—and they have united with English buyers in the London Corn Trade Ass'n, appointing delegates to their meeting which will be held at an early date.

BIGGEST PRIMARY GRAIN MARKET.

New England, N. Dak., is making claim to the distinction of being the greatest primary grain market in the United States. Five elevators at that point handled over 30,000 bus. of grain in one day early in December and 25,000 bus. was the average per day during the month. On three days the amount taken in went over 30,000 bus. and with the exception of two days, no farmer has had to wait longer than two hours to unload his grain. The five elevators in operation at that point are operated by the Farmers Elevator Co.; E. J. Freeman; Columbia Elevator Co., A. L. Moore, agent; Empire Grain Co., F. S. Thorgard, agent; and Western Grain Co.

A. L. Moore, agent for the Columbia, writes interestingly as follows:

"New England has five elevators situated on the Milwaukee Road, with a combined storage capacity of 150,000 bus. Each has one wagon dump. Ours and two others have a single leg. Two elevators have two legs each. The Equity Exchange opened Nov. 16, only four being in operation up to that time. A wet September and a 14-inch snowfall Oct. 28th delayed threshing, and the marketing of grain was not general until the last week in November.

"Since about Nov. 25 the receipts for the station have approximated 25,000 bus. daily, on several days exceeding 30,000 bus. Dec. 19 was the first day that the elevators were unable to unload all grain that was on the market. The Milwaukee Road has made every effort to supply cars and has several special wheat trains, on this (Standing Rock) branch. Fifteen cars make a train load as the grade is none too easy.

"A number of traction engines are used to deliver grain, drawing as much as 500 bus. at each trip. Many farmers get up in the small hours of the night and drive 15 to 20 miles by sunrise in order to avoid the rush, often to find a few hundred others have gotten the start of them. It is not unusual to see 200 to 300 teams patiently waiting in five parallel lines leading to the five elevators.

"No street buying is done, all use the market as furnished by the 'Grain Bulletin,' wire changes being received at the close of Minneapolis market. Receipts to date, Dec. 20, slightly exceed one million bushels, and careful estimates place this at 50% of total crop. Last year the station handled 65,000 bus. of flax and 160,000 bus. of wheat.

"Since shock threshing was completed all elevators refuse to take grain on Sunday, but we load cars Sundays and nights, if cars are to be had. Threshing mostly completed ten days ago."

It has been one continuous hustle every day at the elevators, railroad yards, banks, hotels, restaurants, feed barns, and blacksmith shops and every business place in the town is rushed from early morning until late at night, as shown in the engraving from a photograph of the 5 elevators. One Saturday the Columbia Elevator made a record of handling 112 loads of grain. Two other elevators received over 100 loads each. It is not a case of buying grain so much as being able to handle it. Up to Dec. 1, 382 carloads of this year's crop had been shipped, according to figures obtained from the managers of the elevators and the million mark has already been passed in receipts.

The Hettinger County Herald of New England says the



The Usual Early Winter Scene at the Five Elevators of New England, N. Dak.

Milwaukee railroad has promised to have a switch engine and crew to spot cars so there will be no delay in loading. The Milwaukee officials realize that a tie-up at New England would force thousands of bushels of grain to points on the N. P. and a great effort is being made to furnish plenty of cars and extra crews.

If the elevators are filled up and the Milwaukee is unable to keep up with the pace set by New England and furnish sufficient cars to handle the grain the elevator men will put up bins and store the grain until the rush is over.

It is barely possible that other towns can boast of marketing three-quarters of a million bushels of grain this fall. Here the heavy marketing has just commenced and fully two-thirds of the grain is still in the farmers' granaries. The original estimate, that two million bushels of the 1912 grain crop would be marketed at New England, is just about right, and unless other towns can make a better showing there is a chance for them having the distinction of being the greatest primary grain market in the United States.

ANNUAL DINNER OF THE CHICAGO BOARD of Trade Weighing Department.

The 11th annual dinner of the Chicago Board of Trade Weighing Department at Hotel Sherman last Saturday night, brot together the usual number of tallymen, weighmen, scale experts, country grain shippers and board of trade officials.

The visitors spoke highly of the splendid work of the department during the past year, and the men of the department dipped into poetry more deeply than ever before and indulged in rallery at the expense of one another. Thruout the dinner Oscar J. Kloer made the diners forget the waits between courses by leading them in the singing of many popular airs.

After an unusually toothsome dinner had been served, Weighmaster H. A. Foss, on behalf of the boys of the department, welcomed the guests to the annual dinner.

Deputy Walter E. Felt told of the worries of the country shipper.

At this point the program was interrupted by the reading of a poem of 66 stanzas entitled "The Mystery of a Heavy Shrinkage or What Happened to a Car of Wheat" from the pen of no other than the weighmaster himself, altho he did not write it with the expectation that it would ever be mentioned at one of the department's dinners. As soon as the reader, Mr. Metcalf, had forced all of the poem on the banqueters, ex-assistant weighmaster A. E. Schuyler begged a minute and he favored an eager audience with an original touching poem on Bill Saunders's Ole Calorus.

Mr. Hunter followed with some touching lines on Ole Gus Foss.

Tallyman Jeffries, on behalf of the members of the department, spoke fittingly of the work and the kindly spirit of Mr. A. E. Schuyler, who has recently severed his connection with the department, and wound up by presenting Mr. Schuyler with a beautiful gold watch and chain. Mr. Schuyler, during his long connection with the department, had perpetrated so many jokes on the boys of the department that he fully expected to receive a Waterbury or a Big Ben, but when he opened the package and found that he had actually been presented with a handsome watch and chain, he was completely dumfounded and sank to his chair speechless.

Mr. Foss paid a high tribute to Mr. Schuyler and his services in behalf of the department, then called for a trombone solo "A Stein Song" by Deputy Otto Schmidt, who was accompanied by the Deputy Weighmaster's Orchestra.

After jokes and readings by Prof. Patterson, Harry A. Wheeler, president of the Chamber of Commerce of the U. S., addressed the guests on "Misrepresentations."

Rev. F. A. Moon followed in a very pleasing German love song.

Judge Fake was deputized by the weighmen to make a presentation to Weighmaster Foss of a new red auto, midget size, from the men of the department.

Mr. Schuyler, having recovered his voice, thanked the boys for the beautiful gold watch and he was followed by the orator of the department, Deputy Geo. W. Metcalf, who addressed the banqueters on "The Tallyman." From his address we take the following:

THE TALLYMAN.

Gentlemen from a distance and from near by, I take this opportunity to tell each one of you that we are all glad to see your faces once more.

For your presence from year to year, and your words of council, of caution, of helpfulness and of commendation, have meant more for the moral uplift of the Chicago Board of Trade weighing department than all other outside influences combined.

It may not be out of place for me to state that on the morning of Oct. 16th, 1896, I commenced work for this weighing bureau, and I have been on the job ever since as sort of an unsolved problem.

Having had years of experience, it may be advisable for me to

say a few words concerning my experience and knowledge of men.

For my part, however, I believe that neither the word "tallyman" or "deputy" is really appropriate.

I shall refer to numerous and pleasing titles conferred upon us by our admiring business acquaintances.

While it has been said that the official dictionary terms us "dubs," no doubt the Chicago elevator man, especially when his elevator falls short, which is quite often, might be partial to that appellation although at the same time I have heard of them calling us "roughnecks."

But, leaving joking aside, did you ever stop to consider the radical changes that have taken place in the customs and practices of weighing grain in the city of Chicago?

I can remember the time when the elevator people weighed the grain themselves and without any one to supervise their work, and they used to issue certificates of weights, too, and charged the shippers 50 cents and \$1 per car for those certificates. In addition to these weighing fees there was also in existence at that time a system of dockage levied against each car, and a leaking car for some reason was sometimes docked more than the grain-tight cars.

The scales were not tested very often in those days. And, too, the method of testing was quite different from the way the testing is done at the present time. Nor were the cars swept clean like they are being swept today. And in those times of which I speak, a very large percentage of the cars were not swept at all by the elevator people.

It is a known fact that various railroad officials used to farm out after-sweeping privileges for so much a month, or for a percentage of the sweepings.

The result was that the after-sweepers were vitally concerned with the thoroughness, or lack of thoroughness, in the sweeping of cars as done by the elevator shovelers.

The sweepers did such a land-office business in those good old days that some of them fitted up little cleaning elevators, and thousands of bushels of grain called "sweepings" were sold by the wagon and by the carload.

One of the biggest things Mr. Foss has accomplished during his career as weighmaster was the stopping of all organized after-sweeping.

Again, even in the days of organized "tallymen," but, of course, before Mr. Foss had charge of the weighing, the practice of what was then called "cleaning up the tracks" was quite universal. By "cleaning up the tracks" was meant the sending upstairs without weighing, at the end of a day, thousands of pounds of grain that had spilled on the tracks and accumulated around the unloading hoppers, and that belonged to the various cars that had been previously unloaded and weighed.

I call to my mind an occurrence concerning a lot of wheat that belonged to cars and that had spilled on the elevator tracks during the loading of a shipment. When we insisted upon the wheat being shoveled up and put into the cars to which it belonged, the elevator foreman in an injured tone asked, "Well, who is going to pay us for the labor involved?"

But, under the guidance of our worthy employer, Mr. Foss, the originator of the square deal in the weighing of grain to and from cars and lake craft, these abuses and many more have been eliminated.

Other markets, too, in order to hold their prestige and be able to compete with Chicago, were forced to improve their unfair, unjust and inadequate weighing systems. Only those who were connected with the weighing department prior to the time when Mr. Foss was appointed weighmaster, and are, in consequence, thoroly familiar with the conditions existing at the time, and who are also thoroly familiar with the conditions that exist now, can appreciate to the fullest extent the marvelous changes that have taken place under Mr. Foss.

PROGRAM COUNCIL OF GRAIN EXchanges Meeting.

Prospects are that the two half day sessions of the Council of Grain Exchanges to be held at Chicago Jan. 16 and 17 will be crowded with interesting reports and addresses.

The first afternoon will be devoted to the president's address, by J. C. F. Merrill, sec'y's report, by J. R. Pickell; treas.' report by Jno. W. Snyder, reports of com'ites and addresses.

Chas. England, chairman, will present the report of the Com'ite on B/L.

Henry L. Goemann, chairman, will present the report of the Com'ite on Uniform Rules.

E. H. Culver, chairman, will report for the Com'ite on Uniform Grades.

J. C. F. Merrill, chairman, will report for the Com'ite on Publicity.

Theo. Cunningham, chairman, will report for the Finance Com'ite.

J. W. T. Duvel, of the Dept. of Agriculture, Washington, will make an address on "Grain Standardization."

F. J. Delaney of Chicago will deliver an address on "The Telegraph and Telephone Situation."

Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, Indianapolis, Ind., will deliver an address on "Uniform Inspection and Weight Certificates."

The second afternoon, Jan. 17, will be devoted exclusively to the work of the Crop Improvement Com'ite, as reported by J. C. Murray, chairman, and Bert Ball, sec'y.

The Council now has 19 members. Cincinnati having joined during the year, taking the place of Philadelphia.

Delegates to attend the fourth annual meeting of the Council have already been named by the Baltimore Chamber of Commerce, Buffalo Corn Exchange, Cairo Board of Trade, Chicago Board of Trade, Duluth Board of Trade, Milwaukee Chamber of Commerce, Minneapolis Chamber of Commerce, Omaha Grain Exchange and Peoria Board of Trade

MEETING OF LEGISLATIVE COM'ITE AND DIRECTORS OF NATIONAL ASS'N.

Three conferences were held at Chicago Dec. 16 at the instance of Chas. D. Jones of Memphis, pres. of the National Ass'n, who had suggested to A. E. Reynolds of Crawfordsville, Ind., that the Legislative Com'ite, of which he is chairman, be called together to consider anti-option legislation.

Mr. Reynolds called together the members of the Com'ite, the officers of the affiliated ass'ns and the pres. and sec'y of the Council of Grain Exchanges.

Later, to advise the Legislative Com'ite, Mr. Jones called a meeting at the same time and place of the board of directors of the National Ass'n.

After those interested had congregated the sec'y engaged a second room in which the proceedings began with a meeting of the board of directors. They called in the members of the Legislative Com'ite. Returning to the room in which were waiting the presidents and sec'ys of the affiliated ass'ns and the pres. and sec'y of the Council of Grain Exchanges, the directors and members of the Legislative Com'ite began a second conference in executive session. Adjourning for luncheon the third and open session was begun at 2:30 p. m.

Meeting of Directors.

On invitation of Pres. Jones, A. E. Reynolds, chairman of the Com'ite on Legislation, gave a statement of the legislative situation and asked the board of directors for instructions as to what the policy of the Legislative Com'ite should be in the active handling of the legislative work of the Ass'n during the current convention year.

After hearing Mr. Reynolds' statement the board of directors adjourned to meet with the Legislative Com'ite of the National Ass'n and officers of the Council of Grain Exchanges and of the affiliated Ohio, Indiana and Illinois Grain Dealers' Ass'ns.

The board of directors instructed the sec'y to notify all delinquents that unless their dues are paid by Jan. 1 their names would be stricken from the roll.

Legislative Com'ite Conference.

A. E. Reynolds, as chairman of the Com'ite on Legislation, said he felt the first thing to consider was: Is there anything to do? Second: Shall we be on the ground?

From my standpoint the following legislation requires attention:

- 1.—The Pomerene bill. Its passage seems assured.
- 2.—Federal inspection. Senate Bill 223 was reported out of the com'ite in July, 1912, and is on the Senate calendar as No. 870.
- 3.—Grades standardization. With regard to grain standardization Mr. Duvel told me that the work of his department was practically at a standstill for lack of funds. Funds will be available by July, 1913.
- 4.—Future trading in grain. This has been covered by H. R. 18323, reported May 9, 1912, and is on House calendar as No. 229.

J. C. F. Merrill, pres. of the Council of Grain Exchanges, and sec'y of the Chicago Board of Trade, then addressed the conference as follows:

Now Impossible to Oppose Legislation Intelligently.

The Council of Grain Exchanges will at all times join hands most heartily with the National in all efforts to better conditions of the grain producing and grain handling public. Any feeling that there might be friction between these organizations respecting priority of right to lead the movement against inimical legislation, should be dispelled. No such feeling now exists, and the good sense of the officers of both ass'ns may be confidently relied upon to prevent such feeling gaining headway at any time. Improvement of conditions affecting the grain growers and handlers, not self-glory for these associations, should be their mutual actuating motive.

Regarding impending legislation, it may be said that the Sixty-second Congress is drawing to a close. On March 4th it ends and all bills introduced during the session, of which there are thousands, automatically die. Therefore, when the Sixty-third Congress convenes, whether in special session in April, or regularly on December 1st, 1913, new measures will be the only ones possible to consider. All bills introduced under the rules must be referred to the proper com'ites which will be made up in part of new members; then com'ites must give proper consideration to them, and to do this must in all fairness give hearings to those who wish to appear before the com'ite and give testimony and make representations for or against any bills under consideration. This will afford the grain interests another opportunity to be heard. Of necessity, this takes time and if we judge future action by that of past Congresses, it will be after the holidays, after the opening of the first regular session of the new Congress, before the grain futures bills will again be actively dealt with. Therefore, it is impossible to intelligently proceed in opposing measures now. The unexpected in the affairs of life is the one element always to be remembered as the chief cause of disaster, and it becomes a duty to guard against it, so far as we reasonably may, but it can not be wholly eliminated.

In the present case, indications strongly are that for the remaining few weeks of the Sixty-second Congress, appropriation measures and other important work will entirely occupy all of the remaining time, and it will be found to be too short. In the meantime, that is, during coming fifteen months, a campaign of education should be carried on with vigor. The needful services of the Exchanges in distributing the product of the six million farms of the United States to the ninety-five millions of people, the food necessities of the Nation, should be made plain. That without the great central markets grain would be concentrated into narrow lines of commerce controlled by relatively few men. This is true at present time of nearly all products not traded in on the Exchanges.

Speculation is the stairway of advance from low to high, as well as from high to low, one step at a time, of the prices of fluctuating commodities. The distinction between speculation as founded on calculation, and gambling as based on chance should be made clear. That the ownership of articles produced, of necessity continues from time of production to time of need, and that the owner either speculates on the outcome, or thru hedge trading transfers such risk to another, just as he transfers the risk of fire loss to an insurance company—that it is as logical and is as ethically right to do one as to do the other. Therefore, the speculator is a necessity, in a measure as needful as the insurance company. Credit in business is secured by the elimination of risk. Without such elimination chaotic conditions would prevail. Speculation is abused, just as other useful agencies are. A hardware merchant sells over his counter a razor or a revolver for legitimate use; one is used to cut a throat, the other to self-destroy the buyer. The dealer is not responsible. The perversion of the use by the buyer of the article sold in good faith constitutes the wrong. So it is in many of the departments of human life and experience.

The perversion of the use of speculation from being a function of investment trading based on calculation, to that of gambling based on simple chance, is the fault of the individual, for the Exchange member who executes the order may not if he would, read the mind and so learn the intent of the individual.

Just at this point the distinction between speculation and gambling is possible, and is commonly not recognized, and the Exchanges are blamed for that which the

non-member is only blamable for. It may be confidently asserted that the proportion of the undesirable found clinging to Exchange business is not greater than is found in all general business.

The truth should be promulgated, and when it is known most of the criticism of and enmity to the Exchanges will disappear. Therefore, the National Ass'n should spread the gospel of truth and so assist the Council of Grain Exchanges in rendering the public a genuine service—that of education of the people. Intelligent influence at Washington need not be feared. Therefore, let the light be shed abroad and let every man in the grain business, producer and handler, inform himself and then do his part.

Adjourned for luncheon.

Afternoon Session.

A. E. Reynolds: I think the Legislative Com'ite is now fully prepared to go on with the work. The desire is manifest by everyone to work in harmony. All the Legislative Com'ite wants is instruction from the board of directors to go on with the work as in the past.

I agree with Mr. Merrill for the plan of education to be entered upon; but the time is too short. During the next two or three months the farmers' institutes will be convened and many resolutions against future trading will be presented. I do not believe it will be policy to answer them.

H. S. Grimes: I move we adjourn.

Chas. B. Riley: I would like to meet the officers of the other state ass'ns before adjournment.

J. W. McCord: Mr. F. B. James informed me there was a disposition on the part of a small minority to delay action on the Pomerene bill. Each of us should right away single out a member of the Com'ite on Interstate and Foreign Commerce to ask them to report the bill out of the Com'ite. If we get the bill out of the Com'ite the battle is practically won.

Sec'y Courcier: Francis B. James has been in correspondence with us on this bill. Dec. 14 he sent us letters to be sent out urging the members of the Com'ite to report out this bill. Over 1,300 of these letters have gone out. In addition we sent every member of the House of Representatives a copy of the resolution adopted on Bs/L at Norfolk.

J. L. McCaull: I believe in the near future we should undertake to promote a better understanding of hedging in futures in the grain pit. Sending out pamphlets is good; but I believe we should get these men around a table and set about converting them now. J. G. McHugh, sec'y of the Minneapolis Chamber of Commerce, went before a meeting of farmers at Minneapolis and demonstrated to them the purpose and usefulness of the exchange and gained from them a vote of confidence in the grain exchanges.

Chas. D. Jones: I recognize the necessity of getting into touch with the farmers' organizations. I do believe they are mistaken in matters of vital importance to themselves.

J. L. McCaull: Has anyone given any thought to the selection of a new sec'y of agriculture? It seems to me that if a good man is known to us all it will do no harm to work for him, even tho we do not endorse him.

Chas. B. Riley: I think it would be very proper for this Ass'n to endorse an ideal man for the secretaryship of the U. S. Dept. of Agriculture, without naming any individual.

J. C. F. Merrill: I think Mr. Riley's idea is a good one.

L. W. Forbell: Might not an amendment be tacked on to some future bill that would tax future trades in grain?

Mr. Merrill: Mr. Forbell has pointed out the only real danger that confronts us. This makes it necessary to have a campaign of education.

J. L. McCaul: Is the sending of pamphlets to farmers of value?

Mr. Merrill: One good letter from a constituent who gives the Congressman an idea, an inspiration, is worth a whole bushel of telegrams. A readable thing put into the farmer's household of a winter evening will have some value.

A. E. Reynolds spoke of an article in a farm paper of wide circulation falsely reporting the receiving of wheat into terminal elevators as No. 3 and its shipment out as No. 1 and No. 2.

Chas. B. Riley requested early action by the Ass'n on resolution No. 1 adopted at the Norfolk convention, relating to federal supervision and standardization, and offered assistance of the Indiana Grain Dealers' Ass'n in any work calculated to benefit the grain trade.

Pres. Jones: The Department of Agriculture is out of funds for grain standardization. I have received letters from Mr. J. W. T. Duvel of the Bureau of Plant Industry that the corn rules will be ready to apply to the next crop of corn. Just what supervision of grades the government will undertake we have never been informed.

J. W. McCord: It will take the form of a department ruling and my experience has been they are very slow.
Adjourned.

Directors Reconvene.

L. W. Forbell, director from New York, who was not present when New Orleans was selected as the place of the next annual meeting of the National Ass'n, asked for information as to how the rank and file of the membership looked upon the choice and what the prospects were for a good attendance. Reports from the directors present indicated that more than usual interest was being manifested in the New Orleans trip and the general consensus of opinion was that the attendance would more than justify the expectations of the most sanguine.

At the close of the conference the board of directors instructed the Legislative Com'te to meet emergencies and to further the established legislative policies of the National Ass'n with such force, activity and directness as might be required to safeguard the interests of the whole grain trade.

In Attendance.

Legislative Com'te: A. E. Reynolds, chairman, Crawfordville, Ind.; J. L. McCaul, Minneapolis, Minn.; Wm. T. Cornelison, Peoria, Ill.; H. S. Grimes, Portsmouth, O., and Geo. A. Wells, Des Moines, Ia.

Directors: H. I. Baldwin, Decatur, Ill.; J. H. Cofer, Norfolk, Va.; L. W. Forbell, New York; B. A. Lockwood, Des Moines, Ia.; J. W. McCord, Columbus, O.; T. A. Morrisson, Kokomo, Ind.; J. J. Stream, Chicago; Pres. Chas. D. Jones, Nashville, and First Vice Pres., E. P. Peck, Omaha.

Affiliated State Ass'ns: E. C. Eikenberry, Camden, O., pres., and J. W. McCord, Columbus, sec'y, Ohio Grain Dealers Ass'n; C. M. Ashpaugh, Frankfort, Ind., pres., and Chas. B. Riley, Indianapolis, sec'y, Indiana Grain Dealers Ass'n; Lee G. Metcalf, Iliopolis, Ill., pres., and W. G. Strong, Urbana, Ill., sec'y, Illinois Grain Dealers Ass'n; Geo. A. Wells, Des Moines, Ia., sec'y, Western Grain Dealers Ass'n.

Grain Exchanges: J. C. F. Merrill, sec'y Board of Trade, Chicago.

I need the Grain Dealers Journal in my business.—W. F. Werner, agt. National Elevator Co., Dafoe, Sask., Can.

Bring me no gifts, but give me kindly words,
A handclasp of goodwill and we'll sustain
A chord of feeling vibrant to instill
Belief and hope, so they forever reign.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANT RECIPE FOR RAT POISON.

Grain Dealers Journal: Some time ago we noticed a recipe for rat poison in the Grain Dealers Journal, but were not interested at the time. We would appreciate it very much to have some good recipe for killing mice and rats.—Early Grain & Elevator Co., Amarillo, Tex.

SIMPLE ACCOUNTING SYSTEM WANTED.

Grain Dealers Journal: I have purchased an elevator in a nearby town, and am much in need of an accounting system which will be simple enough for a man to understand and yet protect me against invisible losses. I think the man I have hired is alright, but I want a system of bookkeeping which will enable me to know whether the business is being conducted in my interest or not. Any suggestions will be most welcome. I would like a simple system of accounting which would give me a record of every transaction. My local manager is not an expert bookkeeper, so I cannot think of putting in a complicated set of books, at the same time I am anxious to reduce the possibility of error or fraud to a minimum. Any suggestions will be most welcome.—Sunflower.

INDIANA LAW ON SALE OF GRAIN COVERED BY LIEN?

Grain Dealers Journal: Will the Journal kindly advise us the number of the bill and the year of its enactment by the legislature of Indiana, which provides a penalty for persons who receive advances on grain and fail to deliver the grain or return the money advanced?—Goodrich Bros. Hay & Grain Co., Gaston, Ind.

Ans.: The law was enacted in 1907 and signed by the governor Feb. 25, as Senate Bill 260, as follows:

An Act declaring the sale of grain and other farm products, upon which there is a chattel mortgage or landlord's lien, without giving notice in writing of such lien to the purchaser or without refunding advancements made on such grain and farm products, where sale thereof is made to any person, firm or corporation other than the one making such advancement, to be a felony providing punishment for such unlawful sale, and declaring an emergency.

Section 1. Be it enacted by the General Assembly of the State of Indiana, that whoever unlawfully sells or disposes of any grain or other farm products upon which there is a chattel mortgage or landlord's lien without giving notice in writing to the purchaser that such lien exists thereon, or whoever before or after maturity of any crops sells or agrees to deliver to any person, firm or corporation any grain or other farm products, and receives an advancement from such person, firm or corporation, in money or other thing of value, on account of such sale, and after the maturity of such grain or other farm

products, sells and delivers such grain or other farm products to any person, firm or corporation, other than such purchaser, without first refunding the advancement so received thereon, shall be deemed guilty of a felony, and upon conviction thereof shall be imprisoned in the state's prison not less than one year nor more than three years, or fined in any sum not exceeding one hundred dollars (\$100), or both.

Section 2. Whereas there is an emergency for the immediate taking effect of this Act, the same shall be in force from and after its passage.

LIABILITY OF CARRIER FOR WRONG DELIVERY?

Grain Dealers' Journal: Where a car of corn is carried out of its route, by error of the carrier, is not the party suffering loss entitled to damages? We are of the opinion that the Interstate Commerce Commission has rendered several decisions upon this point. It is our impression that we have read a decision of the Commission, relating to a case where a railroad company made a wrong delivery of a shipment to its connection and such delivery caused a loss to the shipper or consignee and the Commission ordered the carrier to make good the loss. If readers of the Journal can refer us to the copy it would be much appreciated.—Buffalo Cereal Company, Buffalo, N. Y.

ADDRESS OF DEALER IN SOY BEANS WANTED.

Grain Dealers Journal: Will readers of the Journal please give me the address of a good grain dealer in the south who handles soy or soja beans, a kind of bean that I understand is grown quite extensively in Mississippi?—H. P. Stoughton, Capac, Mich.

Grain Dealers Journal: Having noticed inquiry in the last number of the Journal regarding soy beans I took the liberty of sending the writer a number of varieties.

They were all Michigan grown, some of them having been grown in this state for the past seventeen years. I have been growing them since 1895 and handling them commercially since 1897. In that time I have handled more than 40,000 bus. of Michigan grown stock.

The large yellow or mammoth soy grown in southern states does not ripen seed north of the Ohio River, hence would be useless for growing, tho, of course, worth practically the same for feeding purposes.

The large southern soy attains a height of about four (4) feet on good soil and requires from 140 to 160 days to mature.

The varieties grown in Michigan require from 90 to 120 days to ripen a crop.

Do not think that the size of the seed has anything to do with the yield per acre, as it has very little if anything to do therewith.

The most popular sorts in this state are Black Beauty or Ebony, Ito San, Medium Early Green and Haberlandt, altho about fifty varieties are grown in the state at the present time.

The Ito San, which I introduced first in 1899, and the Medium Early Green, which was introduced in 1895 by Prof. Brooks of Amhurst College, Mass., are in greater demand than any others, but this is possibly due to the fact that they have been longer in use and are much better known.

Pekin is a new variety, medium early and a very heavy producer of seed which does not shell as badly in harvesting as Black Beauty does.

Haberlandt is another new variety offered last year for the first time, which many people think is a better variety than the Medium Early Green.

Ito San is probably the earliest of the standard varieties grown in this state.

Michigan Favorite cow peas have been grown continuously in this state for twenty-five years, and is rapidly supplanting the old whippoorwill in states farther south, even to Texas.—Respectfully yours, Edw. E. Evans, West Branch, Mich.

We look for and read the Grain Dealers Journal with as much interest as our daily newspaper.—Harshman Grain Co., Snydersville, O.

A CHRISTMAS I. O. U.

BY ALLAN WATERS.

Prue was distinctly boyish, but she cherished inwardly a feminine spirit which as is usual, was the conqueror. From her birth, made motherless by that event she was her "father's girl." Her father, Job Crandall, tyrannical, successful was the slave of his "little shadow."

Reared in the grain business, Job Crandall had taken his schooling in the University of hard knocks, and tho it was unnecessary to skimp, he still used the methods and standards of his early days. He had few enemies, but there prevailed a feeling of distrust because people instinctively fear a master.

Under her father's training, Prue won a keenness of perception, a judgment of human nature, and a business harshness unusual to one of the gentler sex.

Her education had been carefully provided for through the insistence of an old friend, and it was that lady who persuaded Job to send his daughter to an eastern college. Eventful those years were, but Prue returned to Farmington, full of interest in her father's business and the community.

Job Crandall, operating an elevator that his father before him had operated, had built up a business beyond comprehension to the small dealer in grain. His frankness and squareness had won the farmers' assistance until he had the support of all that locality, for the growing of wheat in that county was general and Johnson county was one of the best for wheat growing in the state.

Each farmer throughout the county was indebted to Crandall in some way or other, and therefore gave him his product without offering it to other dealers. Besides, Crandall stood in favor with the management of the local railway and always got cars. Not that he was afraid of competition, for he thoroughly enjoyed "doing the other fellow."

At the time Crandall increased the capacity of his elevator by the building of a 40,000 bushel annex, his superintendent, McComb, resigned.

McComb had been with Crandall's father but he left on account of an argument over the fact that McComb's eldest daughter had married a city chap of whom Crandall did not approve. The difference was only a wordy one, but it sufficed to drive the two men apart to the secret regret of each.

Recognizing the advantage of the locality, McComb and his son-in-law, a former commission man, engaged in grain shipping at Mentville. The firm McComb and Jacobs became successful in an incredible short time. Jacobs was endowed with a progressiveness that soon made him friends. Mentville was 24 miles from Farmington on a rather bad road from one county to the other and therefore there was little competition between the two firms.

McComb had a son Willard, whose pursuit of a "higher education," had fitted him for leading society cotillions rather than for business or any other serious work.

On Prue's return from school, a young man swung aboard the train in breathless disarray. A message from his father that he would no longer pay his bills brought the young man on the road to "square things with the governor." Tall, well mannered, not particularly good looking, Willard McComb passed through the train until he reached the Pullman, where he deposited his luggage and settled him-

self to think over a rapid series of events which had angered his father.

The approach of the conductor put an end to his ruminations, for upon digging down for the payment of the fare, McComb, Jr., discovered that he lacked one dollar and forty cents.

McComb was stumped and used all his persuasive powers to "frame" the conductor for the ride. Prue, the one other passenger at the time, felt contempt for what she termed the young man's lack of efficiency. As the culprit was evidently a college chap, she listened to the ensuing conversation with curiosity.

McComb pleaded but the hard hearted railway official had been thro the same experience before, and he threatened to stop the train and unceremoniously drop the young man. In a last desperate attempt McComb cast about for aid and his eyes lit upon Prue. He approached her with evident perturbation, but with a boyish forwardness born of college pranks. He asked the loan of sufficient funds to pay his fare, saying he would soon return the money. As an excuse he gave the fact that he saw that she wore a Psi Gamma fraternity pin of which he was a member. At first Prue was coldly indignant at such advances, but finally recognizing that the boy's forwardness was only due to his trouble, she gave him the necessary amount, much to the surprise of the conductor, who viewed the young man's efforts with amusement.

McComb, Jr., was profuse in his thanks to an unsatisfying degree.

On the realization of this he withdrew to his seat wondering at his own situation and the violet eyes of the girl. His instinct prevented him from entering into conversation, yet he wished he could explain his predicament. Prue's cold manner took the assurance out of him.

Ironton was the junction at which the travelers sought the smaller roads and when their train pulled into the yards, McComb went to Prue, gave her his card, asking for her address so that he might return the loan. Prue complied and McComb left the train.

The card which he had given her read, "I. O. U. one dollar and forty cents," above his name and address. Prue started as she read the name, remembering the time when it had been on the Crandall salary list. In the excitement of homecoming Prue forgot the incident and it was not until she was searching in her purse that she remembered the matter, when she was amused over it. As a remembrance of her first bit of financiering, she placed the "I. O. U." away with other girlish treasures.

Within a few days she received a note from the elder McComb with a remittance. Disgust showed in the older man's note. An abject apology from the younger man accompanied it. She felt sorry for the younger man.

* * *

There was an old farmer by the name of Hans Yingst who was a successful grower of wheat. No wheat in Johnson county equaled that of Yingst, either in yield or in quality. Yingst never had been friendly with Crandall, preferring to do his shipping through some "scooper" rather than give it to the "trustees" as he termed the elevator men.

Job Crandall wanted that grain and only succeeded in landing it on odd occasions. Feeling splendidly, one summer morn, he and Prue took a spin to Yingst's home.

It was a capital year for Yingst, his crops large, his stock fat, and Yingst was

particularly satisfied on that summer's morn.

Knowing his unfriendliness toward Crandall, McComb and Jacobs made an offer for the product of the German's farm through McComb, Jr., and had sent him there this same day. McComb was faultlessly attired in motor clothing. He extracted cigarettes from a gold case. Yingst hated cigarettes and that settled the sale of the wheat.

There was no chance to dissuade him, but McComb, Jr., didn't mind when the girl of the train incident, the one with the violet eyes, rode with her father into Yingst's yard. Recognizing Crandall, he at once made for Prue and began a spirited conversation. Those violet eyes had preyed upon the young man's imagination and he was anxious to raise himself in the estimation of their owner. Prue looked especially sweet, for the motor ride had brought the sparkle to her eyes and she felt merry and full of vigor. McComb, Jr., awoke from his worship in time to hear the German promising part of his business to Crandall, the part he had given to McCombs and Jacobs before he stated, looking spitefully at McCombs' gold cigarette case.

Prue and her father started away and McComb stayed for an argument with the old German as it was a vital matter to McComb that he secure the German's business. His father had stated that morning that unless he secured that particular grower's grain, he would cut him off his allowance. McComb, Jr., had failed with every commission on which he had been sent, either making the farmer angry or showing no trading instincts.

Too late, however, did McComb, Jr., realize this and he was much disgruntled at the loss. He felt his efforts merited business, but none came to him.

Indignant at his luck, he started his car and drove away. Just around the corner of the road he came upon the Crandall machine, stalled.

One thing that young McComb did know and that was an auto, so like some rescuing knight he drew up and forgot his sorrows in repairing the mishap. But it was no case for him. A blacksmith was needed and the easiest way for that personage to get there was in the McComb machine, so McComb, Jr., proffered Crandall the conveyance. Crandall insisted on Prue's accompanying the young man to the nearby village to await him there. The young people sped on their way.

McComb centered his attention on driving the car. Prue endeavored to draw him into conversation, but it was a long time before McComb became talkative, but when Prue asked about the German's wheat, the young man launched into a story of his ill luck about losing the purchase, and what he expected his father to do to him. Prue's laugh didn't make him feel better, for McComb, Jr., had aspirations and she was one of them.

Three days later young McComb appeared in Farmington with a chastened look, two suit cases and 35 cents. Old man McComb had made good.

McComb, Jr., didn't come to Farmington because Prue lived there, but for the specific reason that the railway authorities refused to carry people without money. He had tried that before. He thought that the best thing to do was the grain business, because he had known that from childhood.

Casting about for several days, he finally summoned the courage to ask Crandall for a "job" which the old man gave him. His position was in the office.

[Continued on page 973.]

Come to us, Christmas, good old day,
 Soften us, cheer us, say your say
 To hearts which thrift, too eager, keeps
 In bonds, while fellow-feeling sleeps.
 Good Christmas, whom our children love,
 We love you, too! Lift us above
 Our cares, our fears, our small desires!
 Open our hands and stir the fires
 Of helpful fellowship within us,
 And back to love and kindness win us!

Edward Sanford Martin

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A SMALL SCOOPER, WITH BLACK-MAILING TENDENCIES.

Grain Dealers Journal: For a year or two a man, whose name is understood to be Small, whose residence is unknown to the writer, has been going from town to town through central Indiana, buying corn and oats from the farmers and scooping it into cars.

It is reported that at times he has proposed to local dealers, that if they did not desire him to enter into competition with them, he would stay out of their territory for a stipulated amount of money, notwithstanding such a proposition, if accepted, is in violation of the Anti-trust laws of the Federal and State Governments.

This party succeeds in finding purchasers for his grain among the consumers, retail dealers, etc., and occasionally receivers and track buyers in terminal markets.

The business has evidently not been profitable to him lately, as it is understood in many instances he has failed to pay the farmer for the grain purchased. Complaints have been made by sellers of grain to the effect that this man has taken their grain, shipped it away and failed to pay them.

Of course the farmer that is so avaricious and willing to go past his regular grain merchant, who has an investment and maintains a regular market the year round, is not entitled to very much sympathy when he meets with losses, such as are reported; yet the grain trade should not be annoyed and harassed by such men.

The grain dealers of Indiana are doubtless as honorable and capable a set of business men as can be found in any line of business in the State or any other State, for that matter, and handle business on as narrow a margin of profit as possible, hence are justly entitled to fair treatment at the hands of all.

There is no occasion in this State for such practices, and it can only bring trouble and distress to the people who patronize this man and others of the same character. The spirit of restlessness on the part of producers and the ambition to do something out of the ordinary is abroad, and there is no remedy for it. However, sympathy of the writer does not extend very far toward the farmer who has in the past struggled to get elevators built as near his farm as possible, only to run away and leave them and take a chance on these nomads and vampires who infest some localities in the State.

In these times of scarcity of cars for the movement of grain, it would seem that the Railroad Companies would go as far as the law would permit them to protect the man who is located on their line, with an investment in facilities where he can accumulate tonnage for the road and hold it for a reasonable length of time in harmony with the convenience of the carrier. Still we find some of the roads apparently discriminating against such regular trade in favor of these disreputable transient peddlars.

In justice to one of the reputable receivers of the State, W. H. Small & Co. of Evansville, we desire to say that this man Small, referred to in the foregoing, has no connection with that company.—Fair Play.

RAPID TRANSPORTATION OF NEW CORN.

Grain Dealers Journal: Perhaps you may be interested to learn of some remarkable time made by the L. E. & W. and N. Y. C. lines on four cars of new corn. We had four cars of new corn, shipped via these lines, which left Peoria, Ill., at 7:00 p. m., Nov. 2d, on what is known as the "whisky freight." These four cars arrived in Middletown Nov. 6th at 3:00 p. m., less than four days en-route. This is a world's record of service, so far as we know, and in these days of fault finding with service given by the Railroads, we are glad to give this testimony for the magnificent service on this shipment. We have had some 40 cars of new corn arrive so far, hardly a single car has been over one week en-route. Part of the corn has come via the lines mentioned above, and part via Pennsylvania Lines, who have given us most excellent service. By the way, our first two cars of new corn this season arrived in Middletown on the morning of Oct. 30th, one containing 20 8/10% and the other 21 8/10% moisture.—Very truly, Meech & Stoddard, Inc., G. E. Meech, Vice-Pres., Middletown, Conn.

We could not entertain the thought of missing an issue of the valued Grain Dealers Journal.—V. H. Adamson, sec'y-treas. Denison Mill & Grain Co., Denison, Tex.

The Grand Trunk Pacific Ry. Co. has announced that it will be able to haul western Canada grain to Montreal via Chicago this winter, if shipments are so consigned. The company is said to have 2,500,000 bus. extra elevator capacity, which will be available after Dec. 15.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 37667 passed thru Irene, Ill., on Dec. 23, loaded with white oats, and leaking badly at door.—Geo. W. Banks.

P. R. R. 581039 was backed off a siding at Cumberland, Md., Dec. 20, with drawbar pulled out and leaking corn badly.—Marley & Co.

D. L. & W. 34864, loaded with oats, was unloaded at Kellogg, Ia., on account of broken flanges, on Dec. 18. The oats were shoveled from the car to the ground.—F. L. Phipps, mgr. Farmers Elvtr. Co.

L. & N. 12126, loaded with barley, was wrecked Dec. 18 in the yards at Kellogg, Ia. The barley was dumped on the ground and the car rolled over the dump on Dec. 18.—F. L. Phipps, Mgr. Farmers Elvtr. Co.

M. C. 42339 passed thru North Baltimore, O., Dec. 18, leaking yellow shelled corn badly, at side sill. Was not repaired. Bore car seal B&O 111.—Fred Kalmbach.

Wabash 62281 passed thru Tolono, Ill., Dec. 16, leaking freely over bolster at side. Loaded with yellow corn. No repairs made.—Horton Bros. & Co.

W. C. 6970 leaking on side track at Harvey, N. D., Dec. 15, was taken to side track to repair.—Geo. Billigmeier.

Frisco 124,120—A car of barley was spilled on the ground at Waterloo, Ia., Dec. 14, when a drawbar pulled from the car. The number or the destination was unobtainable, but the grain was shoveled into Frisco 12,140. A great deal of dirt was shoveled back into the car into the grain.—Maddock & Bennett.

N. Y. C. & H. R. R. 92428 was set out at Dimock, S. D., Dec. 14, leaking mixed corn between siding and floor sill. Leak was repaired.—S. L. Chapin, Luverne, Minn., with Randall, Gee & Mitchell Co.

Frisco 121727, loaded with corn, passed thru Morristown, Ind., leaking badly at side, Dec. 12, on the C. H. & D. Ry.—The Mull Grain Co.

St. L. S. W. 21292 passed thru Gracemont, Okla., Dec. 9, leaking at draw bar, loaded with shelled corn.—C. A. Dunning, mgr. Chickasha Mfg. Co.

La. & Ark. 2654 passed thru Gracemont, Okla., Dec. 9, southbound, leaking at draw bar. This car was loaded with shelled corn.—C. A. Dunning, mgr. Chickasha Mfg. Co.

St. L., I. M. & S. 11956 passed thru Lebanon, Ind., Dec. 7, leaking corn badly at each end of car.—N. W. Mattix & Co.

Atlantic Coast Line 32887 passed thru Armstrong, Ill., Dec. 3, leaking yellow corn along side sill.—C. L. Wood & Co., per J. F. Ridge.

C. St. P. M. & O. 23396 passed thru Armstrong, Ill., Nov. 30, leaking yellow corn at end.—C. L. Wood & Co., per J. F. Ridge.

St. L. & S. F. 618, loaded with corn, passed thru Goodland, Ind., Nov. 26, leaking badly.—H. Murray & Co.

G. N. 123346, loaded with flax, passed thru Ross, N. D., Nov. 25, leaking at bottom of end door. Car was moving; therefore could not stop leak, which was only a slight one but which will cause the loss of several bushels by the time the car arrives at the terminal.—C. A. Quist, agt. St. Anthony & Dakota Elvtr. Co.

V. & S. W. 923, loaded with rye, passed thru Lizton, Ind., Nov. 23, leaking at door. Did not have chance to fix it.—Wall Bros. Grain Co.

Soo Line 3480, loaded with barley, was set out at Cadott, Wis., with draw bar pulled out and broken king bolt; trucks were nearly pulled from under car. The car was patched up by car repairers but if it went to market in the condition it left here, there will be a heavy loss.—W. A. Smith, agt. R. E. Jones Co.

M. & St. L. 1412, loaded with ear corn, was transferred into G. N. 109350; Ia. C. 5736 was transferred into G. N. 35448 and G. N. — was transferred into C. & N. W. 13041 at Minneapolis, Minn., Nov. 15, as a result of a switching accident, in which one car was backed off the track in the yards and sent into the ditch. This car was demolished; number and initials unknown.—F. R. Durant, Minneapolis, Minn.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont., Nov. 1.—Estimated acreage of fall wheat sown in five provinces 1,086,800 acres, compared with 1,156,900 acres sown in 1911; decrease 6%; decrease due to persistent rains; condition 92.67%.—Archibald Blue, chief officer of Census and Statistics Office, Dept. of Trade and Commerce.

Toronto, Ont., Nov. 1.—Smaller area of wheat sown, owing to lateness of harvest and frequent rains; new wheat looking promising; small top; scattering mention of Hessian fly. Acreage fall wheat 759,888 acres, yield 15,039,885 bus.; compared with acreage of 837,492 acres and yield of 17,926,586 bus. in 1911. Spring wheat 123,080 acres, yield 2,302,339 bus.; compared with 133,711 acres and yield of 2,295,534 bus. in 1911. Barley acreage 647,382 acres, yield 19,232,275 bus.; compared with 616,977 acres and yield of 16,248,129 bus. in 1911. Oats acreage 2,601,735 acres, yield 98,444,807 bus.; compared with 2,699,230 acres, 84,829,232 bus. in 1911. Peas acreage 221,524 acres, yield 3,667,005 bus.; compared with 304,491 acres and yield of 4,462,182 bus. in 1911. Beans acreage 69,703 acres, yield 1,182,132 bus.; compared with 51,508 acres and yield of 898,212 bus. in 1911. Rye acreage 105,949 acres, yield 1,839,675 bus.; compared with 98,652 acres and yield of 1,562,971 bus. in 1911. Buckwheat 205,893 acres, yield 5,414,796 bus.; compared with 189,039 acres and yield of 3,852,231 bus. in 1911. Corn 301,251 acres, yield 21,913,468 bus.; compared with 308,350 acres and yield of 21,913,290 bus. in 1911.—W. O. Galloway, sec'y Ontario Dept. of Agri.

ILLINOIS.

Arcola, Ill., Dec. 11.—Corn good quality but yield 15 bus. short of expectations.—Geo. L. Pfeifer.

El Paso, Ill., Dec. 18.—Corn mostly testing 20% moisture; a few cars going under 19%.—F. S. Larison.

Van Orin, Ill., Dec. 19.—Farmers holding corn but we look for good movement soon; oats selling.—H. G. Stauffer, mgr. Farmers Elvtr. Co.

Hindsboro, Ill., Dec. 19.—Out of 52 cars of new corn shipped by us, only 4 have graded No. 4; corn in fine shape.—J. Crawford & Sons.

Manito, Ill., Dec. 13.—So far we have handled 40,000 bus. of new shelled corn, but are now handicapped by car shortage; have lots of corn but to come in; it is in fine condition and roads are good, but with the few cars we are getting delivery will be slow.—A. R. Harbaugh, agt. Smith-Hippen Co.

Decatur, Ill., Dec. 21.—"Water, water everywhere, and not a drop to drink; Grain in all the houses and not a car, we think." It now appears that grain values in January will be largely governed by the car situation. If same is as bad as now (and from all indications we fear it will be) there will not be enough grain reach the markets to depress prices, and quick shipments will continue to bring a premium then as now. It is now evident that the railroads are not equipped to handle the business of the country. Farmers are more inclined to sell at present prices, but many elevators are now pretty well loaded with grain and cannot take in more until cars are furnished. Some dealers are unable to ship corn already sold, which makes it very hard to book new business. Our best corn is now grading No. 3 in most markets. Bin burnt oats are plentiful—good oats scarce.—H. I. Baldwin & Co.

INDIANA.

Brookville, Ind., Dec. 21.—Growing wheat badly in need of moisture.—J. H. Masters & Son.

IOWA.

Lytton, Ia., Dec. 18.—Crops are good; plenty of business.—A. Schmidt & Son.

Morningside, Ia., Dec. 17.—A good deal of corn, but little coming to market.—Morningside Elvtr., Feed & Coal Co.

KANSAS.

Seneca, Kan., Dec. 21.—Corn crop light; wheat was good; so far good prospects for new crop.—Ed. M. Collins.

Blaine, Kan., Dec. 18.—Corn poor; 10 bus. per acre; shipping in. Winter wheat looks good; needs moisture.—Shea Bros.

Thayer, Kan., Dec. 12.—We are short 75% of full crop on account of lack of rain last season; will ship in corn and oats; weather fine; considerable fall plowing done.—Thayer Grain Co.

Topeka, Kan., Dec. 13.—Yields of crops for 1912, wheat 88,889,128 bus.; corn 156,499,382 bus.; oats 42,298,386 bus.; rye 545,658 bus.; barley 2,833,537 bus.; emmer 146,282 bus. and buckwheat 4,377 bus.—F. D. Coburn, sec'y Kansas Dept. of Agri.

KENTUCKY.

Hawesville, Ky., Dec. 21.—Wheat crop almost a failure; corn only half a crop.—G. Bentley, mgr. Hawesville Elvtr. Co.

MINNESOTA.

Hayward, Minn., Dec. 16.—Small crop of grain; wheat 10 bus.; grading mostly No. 2; barley 20 bus.; grading No. 1 and 2 feed; oats 35 bus.; grading No. 4; corn 35 bus.; grading No. G. Little grain moving; farmers holding for higher prices.—P. J. Fibelstad, mgr. Farmers Elvtr. Co.

MISSOURI.

Montrose, Mo., Dec. 15.—Little wheat in farmers hands; corn moving slowly at 41c.—H. Halfer.

La Clede, Mo., Dec. 10.—Grain business has been good all fall; wheat all but up; corn not selling readily; prices do not suit farmers; oats practically all in farmers hands.—C. B. Talbott, O. A. Talbott & Co.

Columbia, Mo., Dec. 14.—Corn crop 243,042,951 bus.; exceeds 1911 crop by 50,000,000 bus.; yield per acre 31.9 bus.; acreage 7,610,988 bus.; quality excellent, 87%. Wheat acreage harvested only 75% of that seeded; much winter killed; acreage 1,708,999 acres; yield 21,546,720 bus.; yield per acre 12.6 bus. Winter wheat acreage 2,023,330 acres; 93.2% of acreage seeded in fall of 1911; condition of growing crop 91%. Oats yield 29,488,490 bus.; 32.8 bus. per acre.—T. C. Wilson, sec'y State Board of Agri.

NEBRASKA.

Crab Orchard, Neb., Dec. 18.—Corn yield poor; not enough to supply feeders; hay and oats scarce; some disease among hogs.—John W. Davis, agt. Lincoln Grain Co.

Winside, Neb., Dec. 21.—Business picking up; several thousand bus. of corn and oats delivered; do not look for large movement; farmers holding for higher prices.—Thos. Prince Grain & Lbr. Co.

NORTH DAKOTA.

Hitchcock, N. D., Dec. 12.—About 40% of grain is in farmers hands.—J. D. Morrison.

OHIO.

Columbus, O., Dec. 1.—Wheat condition 92%; plant small but well rooted; growth retarded during November on account dry weather; damage by Hessian fly 4%; by white grub worm 1%; condition a year ago 83%. Corn area 3,213,667 acres; estimated yield per acre 40 bus.; total yield 127,868,844 bus.—Ohio Dept. of Agri.

SOUTH DAKOTA.

Elk Point, S. D., Dec. 11.—Corn moving freely.—C. E. Fitz Simons.

Astoria, S. D., Dec. 11.—Our shipments to date amount to 85 carloads; only 2/3 of crop marketed.—C. A. Chester.

Raymond, S. D., Dec. 13.—About 75% of crop marketed; cars are scarce and elvtrs. full.—J. S. Foster, agt G. W. Van Dusen & Co.

Ethan, S. D., Dec. 12.—Grain is beginning to move; mostly corn; fair quality but does not hold out in weight.—J. K. Stewart, mgr. T. M. Stewart.

Tolstoy, S. D., Dec. 12.—Grain about all disposed of; may be 5% to market after seed is cleaned out; weather fine; prospects for good crop next year.—Tolstoy Grain & Impl. Co.

Colton, S. D., Dec. 13.—Corn husking about finished; none marketed yet; will commence shelling soon. Stock of all kinds scarce and high; weather ideal for drying corn.—Farmers Elvtr. Co.

Fairview, S. D., Dec. 17.—Corn very dry; grading more No. 2 than No. 4; mostly good No. 3. Our Hess moisture tester is a very valuable assistant.—W. P. Manning, mgr. Farmers Grain Co.

Garretson, S. D., Dec. 17.—Farmers shelling corn; nothing but No. 4 corn received; most all corn now picked; roads in best condition; farmers holding for higher prices; ¼ crop in farmers hands.—F. A. Nickel, agt. Thorpe Elvtr. Co.

WISCONSIN.

Madison, Wis., Nov. 15.—Average yield of wheat in state 20.3 bus.; rye 20 bus.; barley 30.7 bus.; oats 42 bus.; corn (shelled) 38 bus. and buckwheat 16.3 bus.

In North division 21% of old corn in farmers hands; Central division 14%; Southern division 10%. Winter wheat acreage in Northern division 89%; condition 92%; winter rye acreage 94%; condition 97%. Central division winter wheat acreage 86%; condition 94%; winter rye acreage 86%; condition 94%. Southern division winter wheat acreage 85%; condition 98%; winter rye acreage 86%; condition 98%.—J. C. MacKenzie, sec'y State Board of Agri.

GOVERNMENT CROP REPORT.

Washington, Dec. 16.—The final estimates of the Crop Reporting Board of the Bureau of Statistics of the Bureau, indicate the acreage and production of important farm crops of the United States in 1912, 1911 and 1910 to have been approximately as follows:

Crops.	Area. Acres.	Production. Bushels.
Corn, 1912.....	107,083,000	3,124,746,000
Corn, 1911.....	105,825,000	2,531,488,000
Corn, 1910.....	104,035,000	2,886,260,000
Winter wheat, 1912..	26,571,000	399,919,000
Winter wheat, 1911..	29,162,000	430,656,000
Winter wheat, 1910..	27,329,000	434,142,000
Spring wheat, 1912..	19,243,000	230,348,000
Spring wheat, 1911..	20,381,000	190,682,000
Spring wheat, 1910..	18,352,000	200,979,000
All wheat, 1912.....	45,814,000	730,267,000
All wheat, 1911.....	49,543,000	621,338,000
All wheat, 1910.....	45,681,000	635,121,000
Oats, 1912.....	37,917,000	1,418,337,000
Oats, 1911.....	37,763,000	922,298,000
Oats, 1910.....	37,548,000	1,186,341,000
Barley, 1912.....	7,530,000	223,824,000
Barley, 1911.....	7,627,000	160,240,000
Barley, 1910.....	7,743,000	173,832,000
Rye, 1912.....	2,117,000	35,664,000
Rye, 1911.....	2,127,000	33,119,000
Rye, 1910.....	2,185,000	34,397,000
Buckwheat, 1912.....	841,000	19,249,000
Buckwheat, 1911.....	833,000	17,549,000
Buckwheat, 1910.....	860,000	17,598,000
Flaxseed, 1912.....	2,851,000	28,073,000
Flaxseed, 1911.....	2,757,000	19,370,000
Flaxseed, 1910.....	2,467,000	12,718,000
Rice, 1912.....	722,500	25,054,000
Rice, 1911.....	696,300	22,934,000
Rice, 1910.....	722,800	24,510,000
Hay, 1912.....	49,530,000	*72,691,000
Hay, 1911 (a).....	48,240,000	*54,916,000
Hay, 1910 (a).....	51,015,000	*69,378,000

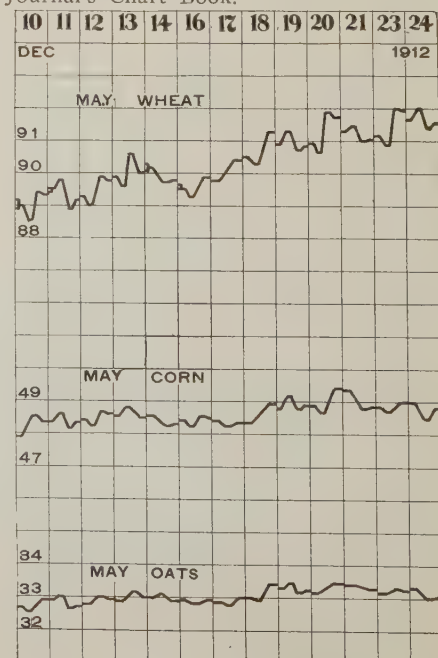
*Tons.

FOREIGN CROPS.

Rome, Italy, Dec. 23.—The International Institute of Agriculture reports that the crops of certain countries as named below are estimated as: Wheat, Germany, 160,227,000 bus.; Austria, 69,640,000 bus.; rye, Germany, 456,608,000 bus.; Austria, 117,114,000 bus.; oats, Germany, 586,999,000 bus.; Austria, 167,423,000 bus.; barley, Germany, 159,927,000 bus.; Austria, 78,374,000 bus.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



ENDORSED FOR MEMBER TRANSFER ALLOWANCE of Illinois Railroad and Warehouse Commission.

The directors of the Illinois Grain Dealers' Ass'n have endorsed its President, Lee G. Metcalf, for a position on the Railroad and Warehouse Commission and has sent resolutions to that effect to Governor-elect Dunne.

Mr. Metcalf has been engaged in the country elevator business for many years and is thoroly qualified by experience and knowledge of the requirements of shippers to fill the position which the ass'n believes shud belong to the grain men, since the grain shipping business has come to be one of the largest and most important industries of the state.

Mr. Metcalf is a man who has at all times lived up to his highest ideals. He is possessed of the sterling qualities, the strict integrity and the force required to make him an ideal member of the Commission.

CORN MOVEMENT FOR THE CROP YEAR.

Receipts and shipments of corn at the leading markets during the crop year prior to Dec. 1, 1912, compared with the movement during the corresponding 12 months prior to Dec. 1, 1911, as officially reported by the secretaries of the grain exchanges have been as follows, in bus.:

	Receipts—		Shipments—	
	1911-12.	1910-11.	1911-12.	1910-11.
Chicago	108,329	113,482	73,359	113,484
Omaha	50,645	42,922	41,439	31,335
St. Louis	25,766	23,369	15,373	12,980
Kan. City	20,186	16,255	14,340	13,488
Peoria	18,614	16,987	13,640	13,450
Baltimore	13,341	14,096	10,786	10,869
Louisville	10,254	12,755	6,107	8,196
Cincinnati	9,432	9,342	5,824	6,057
Milwaukee	9,356	8,115	6,339	7,748
New York	8,714	16,688	5,617	12,674
Minn'polis	5,200	8,780	3,883	4,788
Memphis*	5,002	4,876
Toledo	4,140	5,246	2,051	3,182
Pittsburgh	3,175	2,843	2,540	2,270
Detroit	2,872	4,212	1,988	2,305
Phila.	2,631	7,479	745	5,445
Boston	2,540	6,801	2,119	6,479
Wichita	1,425	1,272	972	626
Galveston	339	87
San Fran.†	124	102	61	27
Duluth	12	1,697	12	1,697

Three 000 omitted. *Memphis estimates corn 1,200 bus. per car since May, 1911; formerly 1,000.
†Centals.

WHEAT said to be 52 years old is in the possession of Cyrus W. Ludlow, Tipton Co., Ind. The grains are large and there is no wheat of this year's crop that compares in quality. The wheat was grown and thrashed by Mr. Tipton.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.	Dec. 22.	Dec. 23.	Dec. 24.
Chicago	89 1/4	89 3/4	89 3/4	90	89 3/4	89 3/4	89 3/4	90 3/4	91 1/4	90 3/4	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4
Minneapolis	84 1/4	84 1/4	84 1/4	84 1/4	84 1/4	84 1/4	84 1/4	85	85 3/4	85 3/4	86	85 1/4	86	85 3/4	85 3/4
Duluth	84 3/4	84	85 1/4	85 1/4	84 3/4	84 3/4	84 3/4	85 3/4	85 3/4	85 3/4	86 1/4	85 3/4	86 3/4	86 3/4	86 3/4
St. Louis	90 1/4	90 1/4	90 1/4	91	90 3/4	90 3/4	90 3/4	91 1/4	92 1/4	91 1/4	92 1/4	92 1/4	92 1/4	92 1/4	92 1/4
Kansas City	84 3/4	84 3/4	84 3/4	84 3/4	84 3/4	84 3/4	84 3/4	85	85 3/4	85 3/4	86 1/4	85 3/4	86 3/4	86 3/4	86 3/4
Milwaukee	86 1/4	86 1/4	86 1/4	87 1/4	86 3/4	86 3/4	86 3/4	87 1/4	88 3/4	88 3/4	89 1/4	88 3/4	89 1/4	89 1/4	89 1/4
Toledo	110 1/4	110 1/4	110 3/4	111 3/4	111 3/4	112	112 1/4	113 1/4	114 1/4	114 1/4	115 1/4	114 3/4	116 1/4	116 1/4	116 1/4
New York	95 5/8	95 5/8	95 5/8	96 1/8	96 1/8	96 1/8	96 1/8	96 1/8	97 1/8	97 1/8	97 1/8	97 1/8	97 3/8	97 3/8	97 3/8
*Baltimore	99 1/4	99 1/4	99 3/4	99 3/4	99 3/4	99 3/4	99 3/4	100	100 1/4	101 1/4	102 1/4	102	103	103	105
Winnipeg	83 3/4	83 3/4	84	84 1/4	84	84 1/4	84 1/4	85 1/4	85 1/4	85 1/4	85 3/4	85 3/4	85 3/4	85 3/4	85 3/4
Liverpool	102 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4
*Budapest	132 3/4	132	132	131 3/4	131 3/4	130 3/4	130 3/4	129 3/4	129 3/4	129	129 3/4	129 3/4	128 3/4	129 3/4	129 3/4

MAY CORN.

	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.	Dec. 22.	Dec. 23.	Dec. 24.
Chicago	48 1/4	48 1/4	48 1/4	48 3/4	48	48 3/4	48 3/4	48 3/4	48 3/4	49 3/4	48 3/4	49	47 3/4	47 3/4	47 3/4
Kansas City	16	16 3/4	16 3/4	16 3/4	16 3/4	16 3/4	16 3/4	16 3/4	16 3/4	17 1/4	16 3/4	17 1/4	17 1/4	17 1/4	17 1/4
St. Louis	46 3/4	47 1/4	47 1/4	47 1/4	47 1/4	47 1/4	46 3/4	47 3/4	47 3/4	48 1/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4
†Baltimore	53	52 3/4	52 3/4	53 3/4	52 3/4	53	53	53 3/4	53 3/4	54 1/4	53 3/4	53 3/4	53 3/4	53 3/4	53 3/4
†Liverpool	65 5/8	65 5/8	65 5/8	66	65 5/8	65 5/8	65 5/8	66 1/4	66 1/4	66 1/4	66 3/4	67	67 3/4	67 3/4	67 3/4

*April del. †Jan. del. ‡Year corn. °No. 2 red.

Nicholas Tiedeman Dead.

With the death of Nicholas Tiedeman, the trade of Northwest Iowa has lost one of its most respected members. He died at Sioux City, Ia., Dec. 9, of stomach trouble.

Nicholas Tiedeman was born in Holstein, Germany, Oct. 26, 1842. He came to the United States about 1866, first settling at Davenport, Ia., but later removed to Woodbury County, where he took up a tract of 160 acres of land under the homestead rights. He sold this land in 1873 and engaged in the grocery business at Sioux City as a member of the firm of Tiedeman & Anthon. This relationship was maintained until 1885 when he purchased the interest of Mr. Anthon. He continued in this line until October, 1903, when he disposed of his retail business.



Nicholas Tiedeman, Sioux City, Ia., Deceased.

Mr. Tiedeman was also engaged in the grain business, and after 1902 he became more deeply engaged in that traffic. With his two sons he organized the Tiedeman Elvtr. Co., which operates a line of elvtrs. in Iowa and South Dakota. About 4 weeks ago, owing to his ill-health, Mr. Tiedeman disposed of his interests to his sons. Mr. Tiedeman is survived by his wife and two sons, J. A., of Sioux City, Ia., and Edmund H., of Fonda, Ia. The funeral was held from the family residence in Sioux City, Dec. 12.

He was a thoro business man whose sterling qualities will long be remembered by those who were intimate with him. A portrait of Mr. Tiedeman is given herewith.

MILK manufactured direct from hay, without the cow, is the claim of the Milwaukee Synthesis Co., Milwaukee, Wis. It is declared that the milk made from hay is always sweet and has all of the properties of cow's milk with the exception of certain germs, which prevents souring.

Grain Carriers

A new line of railroad from Colfax, Wash., to Riparia is being promoted by grain growers.

The Thornton & Chester Mfg. Co. of Buffalo, has let contract for a steel hopper-type grain lighter.

Car situation getting bad; hard to get cars to keep stuff moving.—C. E. Fitz Simons, Elk Point, S. D.

New cars have been ordered recently by the M. K. & T., 2,000 thirty-ton box cars; Norfolk & Western, 500 box cars; C. B. & Q., 2,000.

The Montana Eastern Ry. will build 565 miles of road from New Rockford, N. D., to Lewistown, Mont., thru a wheat country now without transportation.

An ice crushing tug has been engaged at Buffalo to keep the harbor free from ice during the winter as the increased movement of grain by water makes this necessary.

An increase in the demurrage rate from \$1 to \$3 per car per day in California was sustained Dec. 21 by the Interstate Commerce Commission. In a minority opinion Chairman Prouty dissented.

Advances of 2c per 100 lbs. on wheat and coarse grains from Kansas City and other Missouri River points to southern Illinois over the lines in that territory were suspended Dec. 12 until Apr. 14, pending inquiry.

The National Industrial Traffic League has made a request of the railroads that will be heartily seconded by the country grain shippers, that cars be furnished free from debris, and has presented a statement declaring that shippers are entitled to clean cars for loading.

Our station is situated at the end of the branch of the C. & N. W., running north from Tyler, Minn., and our car service this year has been very good. Altho much grain from neighboring towns has been brot to our station, we have not been blocked a day.—C. A. Chester, Astoria, S. D.

The Northwestern Milling in Transit League has been organized by country millers of the spring wheat states representing 50,000 barrels daily capacity and having a fund of \$50,000 pledged for a contest for working transit conditions. They have come to an agreement with the carriers on new rules to be demanded of the Interstate Commission.

Lee A. Hanks, a grain dealer of Cook, Neb., has been awarded \$313.71 for the making of doors for freight cars by the Interstate Commerce Commission. The car repaired was a Missouri Pacific car. The railway demurred paying the claim on account of an alleged ruling of the Commission prohibiting railroads from reimbursing shippers for such expense.

Terminal and switching roads thruout the country are affected by the decision of the United States Supreme Court recently holding the Union Stock Yards & Transit Co. and the Chicago Junction Ry. to be common carriers, tho neither operates outside the state of Illinois and only within a square mile of area. Taking interstate freight for delivery under a thru rate and bill furnished by a trunk line, these roads are common carriers.

A complaint was filed recently by the Missouri Transit Com'te with the Interstate Commerce Commission concerning the transit rules on grain objecting to separate report from each station. A specific violation of the act was charged that shippers are forbidden the use of the entire inbound tonnage against the outbound shipment, unless they are able to confine the experience of the plant to such arbitrary divisions, and also to dispose of the entire production in the same direction.

The Commission has no direct authority to require the issuing of a thru export B/L, since it has no jurisdiction over the water carrier, which is a necessary party to that contract, but this must not be understood as meaning that the Commission may not act upon the rail carrier, which is subject to its jurisdiction in a proper case where the ocean carrier stands ready to enter into these thru arrangements upon reasonable terms. Decision of Interstate Commerce Commission in the case of Galveston Commercial Ass'n v. A. T. & S. F. Ry. Co.

Oats minimum weights on the C., M. & St. P. Ry., will be the same from all stations on its lines effective Jan. 1, and will be as follows: Market capacity, 28,000, minimum weight 26,000; mark, 30,000, minimum, 28,000; mark, 40,000, minimum, 30,000; mark, 50,000, minimum, 40,000; mark, 60,000, minimum, 45,000; mark, 70,000, minimum, 46,500; mark, 80,000, minimum, 48,000; mark, 90,000, minimum, 55,000; mark, 100,000, minimum, 60,000; mark, 110,000 minimum, 65,000. When capacity is not marked, minimum 24,000 lbs. The effect of making the weight uniform everywhere is to increase the minimums in the state of Iowa, where, owing to a short crop, they were reduced in 1908.

Capacity of the mines is to be the basis for apportionment of cars by the Illinois Central Railroad under an order by the Interstate Commerce Commission Dec. 17, holding that mines having an outlet by river should be treated as junction point mines; and that the Illinois Central should distribute its cars among junction point mines in proportion to the orders of the mines of cars from other carriers. When no such orders on other carriers are made, the mines shall receive their full quota of cars from the Illinois Central and they shall receive 75 per cent of that quota when cars are ordered from one other carrier and 50 per cent when cars are ordered from two other carriers.

Demurrage rates will be increased in Canada from Dec. 15 to Mar. 31 under permission recently granted by the Dominion Transportation Commission to the Canadian Pacific, Grand Trunk, Canadian Northern and Michigan Central. The roads asked for \$2, \$3 and \$4, but the Commission refused the \$4 rate. Henceforth \$2 will be assessed by the railroads for the first 24 hours after free time and \$3 for each succeeding day. The order, however, is not to apply to cars held in transit at stop over points under published tariffs which have been filed by the board. Canadian shippers feel that the increase is unjust, as the congestion and apparent shortage of cars is due principally to the deficient terminal facilities of the carriers. Altho traffic has immensely increased with the building of new branch roads the yards at the terminals have not been correspondingly enlarged.

Sioux City's grain rate case made progress at the recent hearing before Examiner A. R. Mackley at Chicago. The complaint is made by the Sioux City Terminal Elevator Co., and the Sioux City Commercial Club, represented by Geo. T. Bell, head of the Sioux City Traffic Buro. H. E. Pierpont, general freight agent of the St. Paul, testified that Sioux City is not a primary market and therefore is not entitled to the rates demanded. G. H. Crosby, traffic mgr. of the Burlington, said that Sioux City was entitled to the rates, admitting that his line would profit by it. The order asked by Sioux City was opposed by Geo. A. Schroeder, of the Milwaukee Chamber of Commerce and W. M. Hopkins, mgr. of the Transportation Dept. of the Chicago Board of Trade. Examiner Mackley set Jan. 20 for the filing of a brief in the case of Mr. Bell. The contesting railroads then will have until Feb. 5 to file briefs. Mr. Bell will have until Feb. 15 to make reply to the railroad briefs. The date for arguments before the interstate commerce commission at Washington, D. C., has not been set.

That shippers should be fully reimbursed for repairs made to cars, or that the railways themselves should pay this cost, was the position of the millers at a hearing before the Interstate Commerce Commission, Dec. 12, in Kansas City, Mo. Representatives of the Southwestern Millers League were present, as the complainants, and witnesses were examined by Ward Prouty, examiner, and J. T. Marchand, attorney, of the I. C. Commission. These claims were brot under tariff provisions which were in effect about 18 months and made an allowance of 80 cts. per car for grain car repairing. Witnesses for millers cited cases where the claims were paid with dates and the amount of allowances. The railways were inclined to disapproval of the claims on account of certain tariff regulations, but with the proper substantiation it is believed the petitions will be granted. Representatives of six trans-Missouri railways were present and M. E. Casto, traffic manager for the Southwestern Millers Association and C. V. Topping, Sec'y of that organization, were there for the millers. Others who testified were C. A. Greenlea, Hutchinson, Kas.; C. E. Curren, Concordia, Kas.; W. H. Marshall, Joplin, Mo.; Geo. Hunter, Wellington, Kas.; and J. T. Christy, Enid, Okla.

Reparation Allowed.

The following reparations have been approved and ordered by the Interstate Commerce Commission:

Paul Kuhn & Co., Terre Haute, Ind., against the C., C. & St. L., \$132.57, unreasonable rate applied on 15 cars of corn shipped from Hughes, Ill., to Terre Haute, Ind.

Drummond Mill & Eltr. Co., Drummond, Okla., against the St. L. & S. F., \$76.80, unreasonable rate applied on one car of corn from Drummond, Okla., to Limon, Colo.

Gate City Malt Co., Omaha, Neb., against the C., B. & Q., \$124.00, unreasonable rate on 20 cars of barley from Council Bluffs to Omaha.

D. W. Wilkinson & Bros., Jackson, Miss., against the Ill. Cen., \$62.45, unreasonable rate on 23 cars of grain and grain products from various points to Jackson, Miss.

I wud like to see every scooper in the country pay a heavy fine.—C. E. Stumbaugh, Abingdon, Ill.

A CHRISTMAS I. O. U.

(Continued from page 968.)

That was the beginning. Under the tutelage of Crandall, whose stern business methods were what he needed, he grew into an efficient clerk. He systematized his work which pleased Crandall. As the years passed he assumed more and more responsibility.

Prue and Willard McComb, saw little of each other. It seemed to her that he avoided her except when she was at the elevator.

It was some months before he even called, therefore her pride was aroused and she began to treat him genially. McComb, Jr., acquired the habit of working at night at the elevator, preparing claims, tracing shipments and studying trade problems.

At this time Crandall was granting free storage for grain, which of course, he shipped out to make room for more, knowing full well that he would have to pay market price at any time the farmers desired to sell.

Crandall stored the grain to cinch the business. In one of those freakish turns of the market the price kept advancing and the farmers instead of selling were playing a waiting game.

Then Crandall began to be worried for he had not bot the May option and he could not afford to pay the advance.

At that time were he called upon to pay for the grain, he would be forced into bankruptcy.

Secondly, and most important, he had sold wheat for December delivery and receipts were falling off steadily.

Many farmers were not delivering the full amount of wheat contracted, claiming that the yield was not what they had expected. McComb, Jr., realized that the only way out of the predicament was to adopt drastic means to get the wheat at a price low enough to protect the interests of his employer.

Yingst, the old German had had a good year. It was said that he had 800 acres in wheat and that the yield was 35 bu. per acre. He still held his distrust of the elevator men and sold his wheat to "scoopers" or scooped it himself.

Crandall had approached Yingst several times but he was unpromising, and on one occasion told Crandall that he could not have a bushel of his wheat. Coupled with other business worries this brought the old man to the breaking point, and he was at a loss to know where to turn. When a man who is used to conquering suffers defeat, he loses his grip and is more easily discouraged than the ordinary individual.

By this time Prue and McComb, Jr., were on the best of terms and the young clerk was now a caller at the Crandall home. On the occasion of Yingst's refusal to sell his wheat, McComb, Jr., was at Crandall's house when he returned from his visit to Yingst, and Crandall told the story of his failure, which he feared would ruin him. He seemed broken in spirit. A few direct statements informed Prue of the tragedy and brought out her motherly instincts to care for her father and tide him over this tragedy.

That night, Willard McComb called Crandall by 'phone and asked the morrow off, which the old man granted with hesitation and resentment.

The next morning, before dawn, McComb, Jr., with a well formulated plan, was at the home of Hans Yingst. He helped the old man perform little chores at the farm, at the same time talking of crops, implements and seed germination.

Never mentioning the subject of wheat, the young man began his campaign. Touching on a pet subject of the old man's, that of a county crop improvement association, he waxed enthusiastic and soon had Yingst in a condition of talkativeness, which was hopeful.

Then McComb, Jr., confided to Yingst that he was anxious to promote the cause of better agriculture.

He suggested that Yingst be made the president of the county assn. because, he said, "You have brought your acreage up to such a high standard, and because you put brains into your farming, and brains are better than even fertilizer."

McComb, Jr., told Yingst that he would raise a thousand dollars among the farmers and merchants of the locality and with that amount of money as an inducement, he was confident that he could secure a like sum from the crop improvement com. of the Council of Grain Exchanges. Then with the two thousand dollars and Yingst as president, and brains, McComb assured the old German that the yield of Johnson county farms would rival any in the United States or even Germany.

O! Flattery, you master of men, did you laugh aloud that day?

Before McComb, Jr., left the Yingst farm he had the promise of the old German's wheat at two cents less per bu. than the market price.

He had not only won the wheat, he had won a confidence in himself and the assurance that his air-castle would become a reality. He had not only talked Yingst into belief, but himself as well.

In the meantime Prue was putting to a test her early training and proving that she was indeed her father's girl.

As soon as Crandall left for the elevator, Prue put on her most becoming hat and gown, for she knew it was wise to look well when she asked a favor of a man.

She caught an early train for Mentville and went directly to McComb, Senior, whom she found alone.

She told him of the growth of his own son in power and poise, of his long hours of industry, of how her father was gradually throwing his mantle onto McComb, Jr.'s younger shoulders.

Then with downcast eyes and a very becoming blush she said: "You know Mr. McComb, the elevator may be your son's some day."

Prue did not say she was engaged, for she was not, but McComb, Sr., read that meaning in her words and in her blush as Prue intended he should.

Prue blushed still more as she reflected that McComb, Senior, knew of the coming marriage of his son before McComb, Jr., did.

It was a good joke, but Prue knew that McComb, Jr., was much in love with her, yet no girl is entirely sure until she is asked to be a wife; but she felt that he would shout with glee if he could have heard that conversation with his father.

The continued blushes and the merry look as Prue thought of the situation, won the father and confirmed his belief in the young folks' engagement and evident happiness.

He was proud of his son now; proud that he would have this capable girl as a daughter-in-law, and glad that the old friendship with Crandall was to be so wonderfully welded together again.

Then Prue told McComb, Sr., of her father's predicament, and asked him to let Crandall have the necessary wheat to tide him past the present serious situation.

She said: "You will be showing the real Christmas spirit, Mr. McComb—the Christ

spirit—to help your competitor. It will be noble and truly great, the rarest Christmas gift that any man could bestow."

Every man likes to appear great in the eyes of a pretty woman and Prue saw a mist cover McComb's eyes for just a moment.

Prue pressed her advantage adding: "You will be aiding your own son and me, killing three birds with one stone, Mr. McComb. A clever business man likes to do that." Then she laughingly said: "You know I helped your son out of financial difficulty once."

Prue went home triumphant and before 48 hours had passed, Crandall had sufficient wheat to fill his city contracts.

Crandall believed in Santa Claus when he saw wheat, wheat, wheat pour into his dumps. Crandall was out some money, but he was safe.

The Christmas spirit was contagious. Yingst set aside a tract of land for an experimental station. McComb, Jr., gave generously from his small bank account toward the improvement ass'n.

Prue never told McComb, Jr., of her entire conversation with his father, but when he came to see her Christmas eve, she praised his father's generosity, she gloried over her lover's success with Yingst, and then she gave him the loveliest Christmas gift that any girl can bestow.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the ten months preceding Nov. 1, totaled 178,498,291 lbs.; against 169,812,230 lbs. for the corresponding time in 1911. The exportation of rice for the ten months before Nov. 1 amounted to 4,767,994 lbs.; against 32,545,493 lbs. for 1911. Re-exportation for the term of 1912 was 11,141,925 lbs. of rice; compared with 6,223,767 lbs. for the corresponding period of 1911. According to report by O. P. Austin, Chief of the Bureau of Statistics.

STOCK EXCHANGE supervision and compulsory publicity of promoters profits on stocks sold in exchanges will be recommended by the Pujo investigation committee.

Minneapolis, Minn.—E. L. Welch Co. are fittingly showing the Christmas spirit by the sending out of a very pretty leather bill-fold with the recipient's name added in gold letters.

EXCHANGE REFORM is being resisted by grain dealers of Austria-Hungary, their protest taking the form of a demonstrative strike on the Budapest Bourse, Dec. 10, leaving the country without official quotations.

ARGENTINE grain exports to Germany, Holland, and Northern Countries will be conducted under a trade contract similar to the existing one between Russia and those countries. A meeting in January will determine on the contract.

DURUM WHEAT in a new variety, known as Teiskaia, has been discovered in Southeastern Russia, by agents of the Government. It has proven very hardy, having survived snowless winters when other wheats were killed or severely injured. It is said to be of value for exportation.

Ass'n of Feed Control has elected J. D. Turner, Kentucky, pres., T. J. Bryan, Illinois, vice pres., G. M. McNider, North Carolina, sec'y and treas. Executive committee: C. D. Woods, Maine, J. K. Haywood, U. S. Dept. of Agriculture and L. F. Brown, New York.

Seeds

The word "Giant" has been registered as a trademark, No. 68,877, for fodder corn seeds, by Northrup, King & Co., of Minneapolis, Minn.

C. C. Vale, of New Carlisle, O., has entered the seed business in that city and expects to build a modern building in the spring to accommodate his business.

Peoria received 270,000 lbs. of seed and shipped 180,000 during November; compared with 240,000 received and 278,700 shipped during November, 1911.—John R. Lofgren, sec'y Board of Trade.

Northrup, King & Co., Minneapolis, Minn., have been granted, under a proviso for a term of ten years, the use of the word "Lincoln" as a description of oat-seeds, under serial number 66,876.

H. M. Cottrell, of Chicago, agricultural commissioner for the Rock Island, is in Minneapolis contracting for 50,000 bus. of turkey red winter wheat grown in Montana to seed 50,000 acres of Oklahoma land next year.

Duluth received 6,471,135 bus. of flaxseed and shipped 5,613,795 bus. during November; compared with 3,059,795 bus. received and 2,318,068 bus. shipped during November, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

The J. G. Peppard Seed Co., Kansas City, Mo., has registered in the Patent Office the word "PepseecO," designating field seed, namely, cane, millet, clover, alfalfa, timothy, blue grass and red top seeds, under serial number 65,632.

The large 6-story seed warehouse of the Albert Dickinson Co., at Minneapolis, was burned Dec. 21, causing a loss of more than \$150,000. Other nearby storage elevators and buildings of the company were threatened. The cause was a hot box.

Exports of beans from the United States during the ten months prior to Nov. 1, 1912, totaled 38,688 bus., against 19,921 bus. during the corresponding period of 1911. The imports for this period in 1912 were 760,648 bus., against 769,508 bus. in 1911.

The Northfield Seed & Nursery Co., Northfield, Minn., has been incorporated, with C. O. Nichols, O. V. Sherpy, J. L. DeLancey, J. M. Punderson, all of Northfield, and J. W. Punderson of St. Paul. This is the reorganization of an old business which conducts seed trade on a large scale.

We have purchased a large factory building near the Northern Pacific tracks which we have remodeled into a seed warehouse. The acreage of alfalfa is likely to be increased in this vicinity for the next season. The present crop of timothy seed will be sufficient for years.—Oscar H. Will & Co., Bismarck, N. D.

The Wisconsin Farm Crop Report issued by the State Board of Agri., Nov. 15, places the yield of flax at 15 bus.; clover seed 2½ bus.; timothy seed 6½ bus.; beans 14 bus.; and peas 28 bus. In Northern division the timothy acreage seeded is given as 100%; condition, 98%; clover acreage, 106%; condition, 99%; Central division timothy acreage, 89%; condition, 97%; clover acreage, 83%; condition, 95%; Southern division timothy acreage, 95%; condition, 97%; clover acreage, 96%; condition, 100%.

Clover in Ontario was only fair for the past year, as a great deal was winter killed and the continuous rains in the summer held back a second crop. At the time of threshing it was hard to do the work, so there is a decrease for the year, nevertheless a good stand for next year is assured.—Ontario Dept. of Agriculture.

Clover seed bulls are expecting their Christmas presents after the holidays. They think they can dictate the price. Imports will be much smaller than year ago when prices were several dollars higher. Tight money has pushed the seed into the visible and restrained buyers. Money should be easier after the holidays.—C. A. King & Co.

Missouri's greatest year for seeds was 1912. Broom corn acreage was 3,433, yield 1,750,830 lbs., sorghum seed acreage 19,740, yield 4,964,000 lbs.; Clover seed acreage 485, yield 29,700 bus.; and timothy seed 181,609 acreage, yield 74,346 bus.; Flax 10,153 acreage, 71,371 bus. yield.—Report of T. C. Wilson, Sec'y State Board of Agriculture.

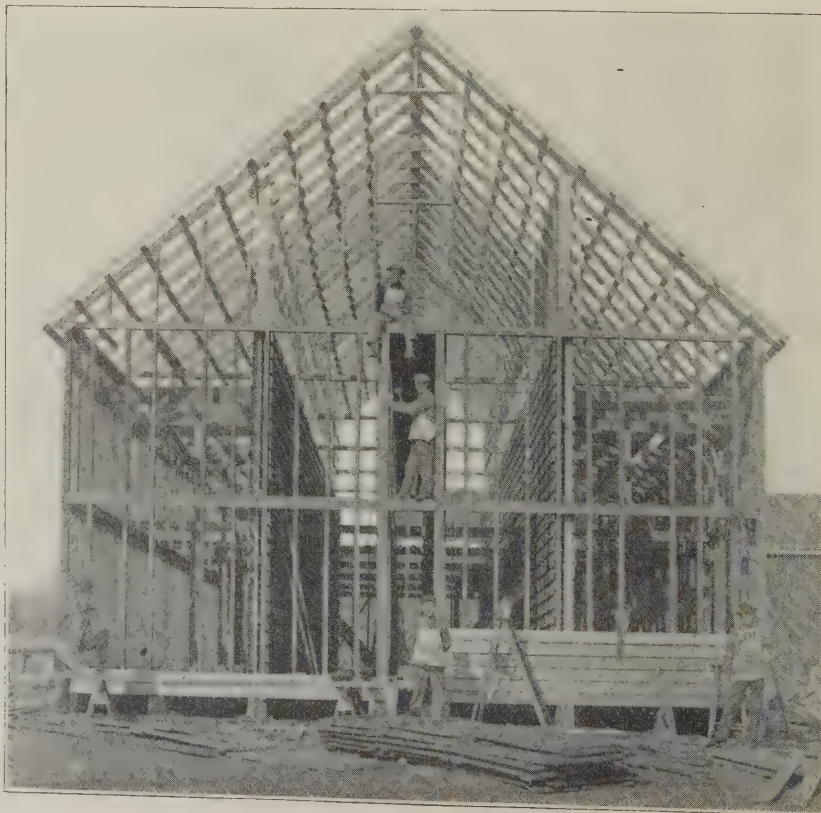
London, Eng., Dec. 9.—The spring seed sowing demand shows some movement. English red clovers are coming out slowly, doubtless on account of the open weather; a touch of frost would make all the difference. Meantime, French, Hungarian, Russian and Chilean reds are all on offer with business passing. Alsikes firm in Canadian and American seed. Whites very firmly held. Fine qualities scarce. Trefoils scarce and dear. In grasses, French-Italian, Irish-Italian and perennials unchanged; cocksfoot and meadow-fescue firm to rising.—John Picard & Co.

Chicago received during the week ending Dec. 21, 434,000 lbs. timothy seed, 93,000 lbs. clover seed, 249,000 lbs. other grass seeds, and 350,000 bus. flaxseed; compared with 60,600 lbs. timothy seed,

21,200 lbs. clover seed, 268,000 lbs. other grass seeds, and 31,900 lbs. flaxseed for the corresponding week last year. Shipments for the week included 348,000 lbs. timothy seed, 188,000 lbs. clover seed, 467,000 lbs. of other grass seeds and 2,000 bus. of flaxseed; against 276,000 lbs. of timothy seed, 36,900 lbs. clover seed and 273,000 lbs. other grass seeds for the corresponding week of last year.

Imports of seeds during the ten months prior to Nov. 1, included 31,568,000 lbs. of clover seed, 20,446,766 lbs. of all other grass seeds; 911,188 lbs. of castor beans and 7,444,250 bus. of flaxseed; against 22,410,580 lbs. of clover seed, 7,168,907 lbs. of all other grass seeds, 825,109 lbs. castor beans and 6,844,786 bus. of flaxseed for the corresponding months of 1911. Exports of seeds from the United States during the ten months prior to Nov. 1 have been 1,047,114 lbs. of clover seed, 4,417,816 lbs. of timothy seed, 4,337 bus. flaxseed; against 2,086,659 lbs. of clover, 6,634,104 lbs. timothy and 900 bus. flaxseed during the corresponding period of 1911, as reported by the Bureau of Statistics, O. P. Austin, chief.

Toledo received during the week of Dec. 21, 623 bags of clover seed, and shipped 961 bags; compared with 1,190 bags received and 1,405 shipped for the corresponding week of last year. Receipts for the season are 34,087 bags; shipments 6,697 bags; compared with 21,069 bags received and 6,562 bags shipped in the corresponding season of 1911. Alsike receipts for the week were 31 bags and shipments 53 bags; and for the season receipts were 3,905 bags, against 6,077 bags in the corresponding season of 1911. Timothy receipts for the week were 1,779 bags, shipments 261 bags. For the season receipts of timothy seed have been 39,815 bags; against 22,645 a year ago. Shipments of timothy seed this season have been 25,425 bags.



Corn Crib; Studing, Rafters, and Partitions Erected.
[For Description See Facing Page.]

The Wing Seed Co. has succeeded the J. Ed. Wing & Bros. Seed Co. of Mechanicsburg, O.

The Department of Agriculture of Kansas reports the yield of flax seed for the year 1912 as 306,748 bus. and the yield of broom corn as 28,230,584 lbs.

The Ohio Department of Agriculture reports the average yield of clover seed as 1.33 bus. per acre and that 22% of the area sown in 1911 was cut for seed.

The tentative rules and regulations prepared in this Department furnished the basis for the hearing granted by the Sec'y of Agriculture on the proposed rules and regulations for the enforcement of the seed importation act. The seed trade brought up several questions, among them that of the privilege of exporting screenings; the method by which cleaning in bond would be allowed; and the time in which screenings must be disposed of. These questions have all been taken under advisement, but no decision has been reached in regard to them up to the present time, Dec. 17.—B. T. Galloway, Chief of Bureau of Plant Industry, Washington, D. C.

The cereal seed crops, particularly the oat crop of the provinces east of Lake Superior, suffered from prolonged wet during harvest. The fall wheat was harvested in good condition, but the oats and barley and much of the spring wheat were badly weathered. In some localities repeated handling of the grain in the field was necessary for drying and in consequence the shelling was considerable. Even with the best of care in drying the grain in the shock, sprouting of the grain has been very general, and farmers will this year do well to test the percentage vitality of their oats and barley before spring seeding.—Geo. H. Clark, Seed Commissioner, Ottawa, Ont.

Hamburg, Germany.—The European crop of clover seed, as was anticipated earlier in the season, is turning out very unsatisfactory in general, and properly speaking, we will scarcely have any surplus to spare for export purposes. Owing to the Balkan troubles our market is very quiet with very little business passing at present. As soon as in January the consumptive demand comes along, supplies will become very short with us. If it were not for the general tightness of money and the uncertain political situation, prices already would be from 2 to 3 cents per lb. higher, because the

market position firmed up strongly in favor of the holders of seed, it being now obvious that Great Britain harvested even less than was earlier expected.—R. Liefmann Sons Successors.

From the Seed Trade.

Arcola, Ill.—The clover seed situation here is serious, as there is none to be had. I have been shipping seed into my territory and will have to continue to do so. Timothy seed is practically all sold here, with possibly 400 bushels yet to ship. One car of millet seed will cover that stock. Seed corn is plentiful, and the best stock we have had for years, with a good demand for same.—Geo. L. Pfeifer, Jr.

Fort Wayne, Ind.—We have largest crop of timothy in this part of the State that has ever been grown in Indiana; will unquestionably be a large surplus in the spring. The alsike crop has proven a very small one. No alfalfa, blue grass or orchard grass seed grown here. Clover seed has been a remarkably good crop this year. Farmers have been free sellers and stocks in farmers' hands are now the lightest known in many years. We think there is enough clover to go around unless there is an unprecedented demand. Many of our friends are bullish on clover, but we have not yet caught the fever. We are in the heart of the best clover seed producing country in the United States. We understand blue and orchard grass yields have been very heavy in Kentucky and other southern states where grown. The outlook is certainly for reasonable priced seeds in the spring on everything, barring perhaps clover seed.—S. Bash & Co.

We like the Grain Dealers Journal very much and could not buy grain without it.—A. Schmidt & Son., Lytton, Ia.

BERT BOYD, with his usual weakness for jokes, is favoring his many friends in the trade with a temperature thermometer, that they may avoid getting cold feet. Altho a handsome man, Bert fears to face the camera and the man who sat for the picture which adorns the thermometer looks some like Bert. The dates under the building, 1885-1913, might be accepted as meaning that Bert was born in 1885, when in fact it merely denotes the date of his introduction to the grain business. The picture of his building and the church behind it are both excellent.

MODEL CRIB OF LARGE CAPACITY.

Corn is just as valuable, pound for pound, as the other cereals, yet is too often stored in makeshift cribs of wire or logs. When not completely ripened in the field, corn will spoil when stored in large bulk without free circulation of the air.

As handling by machine with economy of labor and power means storage in large bulk the harmonizing of these prime factors in a storehouse presents a problem of peculiar difficulty, which has been practically solved in a crib designed by Compton & Havens and erected at a cost of about \$1,500 for the Ardanna Seed Farm at Newman, Ill. Having won first premiums at national and state corn shows, Compton Bros. found their business of seed breeding and corn improving growing so rapidly that they built the crib shown in the engravings as the best for economy and ventilation.

The building is 90x30 and 16 ft. to square and holds 20,000 bus. ear corn. The concrete foundation walls are 12 ins. high, covered with 2-in. oak plates on which rest the floor joists and the studding, covered with soft pine drop-siding on the gables, and bevel edge on the sides. The roof is covered with galvanized iron.

A portable inclined elevator fills the crib with three settings at the three cupolas. The elevator is 46 ft. long and a team furnishes the power. A spout on elevator throws the corn 20 ft. each way from cupola.

Running the length of the building are four partitions, making 2 cribs 8 ft. wide, 2 cribs 5 ft. wide and a central air shaft 2 ft. wide, serving also to house the drag to sheller.

To remove the corn the sheller is set at the center of the crib on each outside and the corn delivered to it from a drag belt 45 ft. long, on which the corn falls thru lift-up doors at sides. The inside 5-ft. cribs are emptied by placing the drag belt in the central air space, lifting up the doors and dragging out the corn, to sheller set at each end.

Circulation of air is promoted by the two inner partitions being made double. The air shaft is covered and serves as a walk. Iron tie rods, $\frac{3}{4}$ inch, are spaced 15 ft. apart, and tie plates a similar distance, making rod or tie $7\frac{1}{2}$ ft. centers. The cupolas are 5x6 ft. and 6 ft. high.

I find I cannot get along without the Grain Dealers Journal.—C. L. Grimsley, Swan Creek, Ill.



20,000-bu. Corn Crib at Ardanna Seed Farm of Compton Bros. at Newman, Ill.

MEETING OF FARMERS' Grain Ass'n at Omaha.

The Nebraska Farmers' Co-operative Grain & Live Stock Ass'n held its annual meeting Dec. 16-18 at Omaha.

The convention opened Monday afternoon with an address of welcome by Mayor Dahlman, followed by E. V. Parrish of the Publicity Bureau of the Commercial Club of Omaha, who reviewed what Omaha had done with its seed corn specials to benefit the farmer.

Secy. F. P. Manchester of the Grain Exchange made an address and invited the members of the Ass'n to a dinner to be tendered by the Grain Exchange at the Hotel Rome Tuesday evening.

J. S. Canady, pres. of the Ass'n, responded by accepting the greetings and reviewing something of the history of the ten years' existence of the Ass'n.

O. G. Smith of Kearney, Neb., former pres. of the Ass'n, responded also, making some pointed remarks on the South Omaha live stock market.

E. P. Hubbard, vice-pres. and treas., also thanked the Omaha greeters in behalf of the managers.

Short talks were made on stock markets, weighing, shipping and the protection of shippers by different members.

At Tuesday's session a plan was endorsed to secure the passage of a bill by the next legislature establishing a Nebraska development and public welfare commission with adequate funds for research and publicity work. The bill provides for five members to be appointed by the commission with the power to increase their number to nine. The commission will promote the agricultural interests of the state and see that due publicity is given.

Rough handling and delays in transit were the principal reasons assigned by the members for loss of grain in transit and shortages at destination.

The report of the car shortage comite showed that it takes a car on an average seven and a half days to go from the shipper to the consignee on an average trip of 45 miles in Nebraska. Of that time 4½ days are consumed in unloading. In this connection Secy. Short-hill says the great trouble is the \$1 a day demurrage charge. He said it should be \$15 a day to abolish the practice of using cars for storage at the end of the trips.

The following are some of the legislative recommendations adopted:

Resolved: That the Farmers Co-operative Grain & Live Stock Ass'n recommend to the legislature the passage of a law requiring all railroads doing business in Nebraska to connect their rails with every other railroad at junction points, and to require the railroad companies to route freight thru by the shortest route when requested by the shipper at a rate not exceeding the distance tariff in force over any single line for like distance, or not exceeding the published tariff rates of any railroad operating in Nebraska for like distance.

Resolved: That we ask an amendment of the Nebraska co-operative law by adding the words, "or to members and other customers" after the word "members" in Section I of said law.

The amended definition would read as follows: Section 1. For the purpose of this act the words "co-operative company, corporation or ass'n" are defined to mean a company, corporation or ass'n which authorizes the distribution of its earnings in part or wholly on the basis of or in proportion to the amount of property bought from or sold to members, or to members and other customers, or of labor performed, or other services rendered to the corporation.

Resolved: That we request the legislature to pass an amendment to the Nebraska "unfair discrimination" law similar to section 2 of the South Dakota statute on the same subject, making it obligatory on the attorney general to enforce the said law in the manner set forth in the South Dakota statute.

Farmers Favor Graduated Discount for Moisture.

The present system of discounting grain by the moisture test was the subject of an address delivered recently before a McLean County, Ill., Farmers' Institute, by W. C. Darnell of McLean, Ill.

Mr. Darnell held that it was unfair to the grower whose grain showed a moisture of only 19.26 to receive the same price for his grain as another grower, whose corn showed a test of 21% moisture, and that there should be some system of grading the grain so that the dealer would receive a certain per cent less for each per cent more of moisture. He recommended that the reduction should be about ½ cent a bushel for each ½ of 1 per cent of additional moisture. The only argument in favor of the present system, he said, is that the buyer should not be forced to pay for an element which is to be eliminated from the purchase by a process of drying.

Resolutions were adopted endorsing the ideas of Mr. Darnell, with the in-

tention of forcing such reforms as may be necessary to assure equity between grower and buyer.

THE CHICAGO INSPECTION Department's Moisture Testing Equipment.

The grain trade has for many years been sadly in need of mechanical devices for determining factors which go to make up grades of grain. Such devices are gradually being perfected, and in all probability the time is not far distant when all factors can be determined mechanically, thus eliminating personal judgment. The use of moisture testers accomplishes one degree of advancement, which is of important consideration.

The view herewith shows the moisture testing equipment recently installed by the State Grain Inspection Department at Chicago. The type of machine used is the Brown-Duvel official tester, furnished by The Seed Trade Reporting Bureau of Chicago. Every detail is provided for, which will permit the greatest amount of samples to be tested in the shortest time. Special devices for measuring the oil which is used in the tests greatly facilitate the work. The Inspection Department has twelve six-burner machines, which have a total capacity of testing 144 samples per hour.

Mr. E. T. Fuller is in charge of the moisture testing and re-inspection department. Mr. Fuller is classed as an expert laboratory man through his experience with testing for the past few years. This department is now testing from 600 to 800 cars of corn daily.

The average test shows about 20% of moisture. Approximately one-quarter of the receipts of corn at Chicago is now testing less than 19.25%; one-half is running between 19.25 and 22%, and the balance over 22%.

We think the grain trade is fortunate in having a high grade trade paper and we appreciate the result obtained in publishing such a satisfactory journal as the Grain Dealers Journal.—G. E. Meech, vice-pres. Meech & Stoddard, Inc., Middletown, Conn.



Moisture Testing Room of State Grain Inspection Department at Chicago.

CROP IMPROVEMENT.

The McHenry County Soil Ass'n was recently launched at Woodstock, Ill.

A corn show will be held Jan. 9 at Greenville, Tex., by the Texas Corn Growers Ass'n.

Benton County, Wash., has formed a crop improvement ass'n. It is expected that more than 500 members will be on the roll by the first of the year.

Wahkiakum County, Washington, has organized and established its county agricultural agent and applied to the Crop Improvement Com'te of the Council for aid.

Seventeen counties in Iowa have either organized or are well started in the work of organizing their farm buros. Most of them have applied to the Crop Improvement com'te for aid.

L. M. Smith of the Seed Trade Reporting bureau has agreed to introduce the Duvel Moisture Test at all the farm buros thus far organized in co-operation with the Crop Improvement Com'te of the Council of Grain Exchanges.

The series of lantern slides gotten up by the Crop Improvement Com'te on the different phases of the farm buro plan has been completed and was presented for the first time at the conference held at Willmar, Minn., Dec. 13 and 14.

The Missouri Corn Show will be held at Columbia, Mo., Jan. 13-17. Approximately \$3000 will be given as premiums. This show is fostered by the State Board of Agriculture and the Agriculture Department of the University of Missouri.

The National Convention of Business Colleges at the recent meeting decided to incorporate in their curriculum a course of farm cost accounting. Mr. Bert Ball of the Crop Imp. Com'te addressed them at this time and urged the acceptance of this feature.

The counties of Paulding, Miami, Clermont and Belmont, in Ohio, have under the new law voted in favor of establishing the county experiment farms and to this end several farms have already been made ready, under the supervision of Chas. McIntyre, Agent in Charge.

Diversified agriculture is making the South a factor in farm production as there is a great increase in the area devoted to corn, peas, alfalfa, velvet beans, clovers and grass. Especially is this true of corn, due to the Boys Corn Club movement which will show that all records for former corn yields were broken. About 70,000 boys were enrolled in this work.

Professor H. L. Bolley of the University of North Dakota will be glad to hear from any grower who will take up the plan of raising "disease resistant flax" in small tracts for seed purposes for the larger growers. Recent experiments prove that this breeding of pure flax may be done on such acreage and the crop is easily marketable as seed to large growers.

Flint, Mich., is to have a Farmers Ass'n. A temporary organization has been perfected and at a later meeting the work of organizing will be completed. Assistance has been offered from the Crop Improvement Com'te and as soon as is practical will be accepted. Several plans for operation have been discussed and one will be chosen similar to that like organizations in Iowa.

The Kane County, Ill., Farm Improvement Ass'n was launched Dec. 21 and plans perfected whereby Kane County may become a factor in better agriculture. The most influential farmers, together with the business and professional men of the county are promoting the organization. The intention is first to employ an agricultural expert, and operate a county experiment farm. By this means they hope to make the land of Kane County of increased value, and productiveness.

A perfect ear of corn, should be cylindrical, or nearly so in shape. The circumference should be about three-fourths of its length. The rows should be straight and not less than 16 nor more than 22. The kernels should be well formed (about five-sixteenths of an inch wide by five-eighths of an inch long), uniform in size and shape and six to the inch in each row. Such requirements as these will be made of exhibitors in the Indiana State Corn Show to be held Jan. 13.

A state corn show is planned in Tennessee. The interest in farm work as a body has grown intensely and those who are interested are now fostering the "Boy's Corn Club Movement" and intend requesting the legislature for an appropriation to carry on the work. With the co-operation of the business men of the State, corn may be made one of the greatest wealth producers, as the interest is steadily increasing. The Boy's Corn Club will, in itself, increase the yield per acre and it would be of great benefit to the state, should "corn," as some prominent men put it, become "Tennessee's leading crop."

J. W. Daniels, pres. of the National Paint, Oil & Varnish Ass'n, in an address before that body said that the Flax Development Com'te has greatly promoted flax culture. At the time when the work was needed, flax was brot into the minds of the farmers by many methods and educational campaign pursued to that end. "Less than half of Minnesota and North Dakota have been turned by the plow, and a slightly larger percentage of South Dakota is under cultivation, so you see what great possibilities there are for development of flaxseed territory. In addition to the three states named above, Montana is the third largest state in the Union, and she has only been raising flaxseed for three or four years and the opportunities for good work in the state have only commenced."

A seed corn census is being prepared in Minnesota by members of the State School of Agriculture and others. More than a thousand letters have been sent out to Minnesota farmers asking for facts in order to prevent a scarcity of good seed corn such as occurred last spring. A comprehensive movement for better seed has been extending itself in Minnesota. At the meeting of the West Central Minnesota Development Ass'n the Crop Improvement Com'te offered its plan, which will be after county organization, is effected; to plant only seed which has been passed on by the Ass'n. Duluth and Minneapolis will be the centers of this activity. The Minnesota Development Ass'n awaits the day when every crop that Minnesota farmers glean from the ground will be of pure origin. Three men will be selected to take charge of the organization work and it is expected that early in the year at least two-thirds of the farmers in twenty counties will be enrolled in the campaign against poor and adulterated seeds.

Dewey Hanes of Ohio is the king corn grower of Ohio. One acre of Darke County, Ohio, land produced 139.125 bu. of corn. This entitles the young man to the championship of Ohio as a result of the corn contest for boys which has been waged in the state. Ninety-one others entered in this contest. Their crops went over 100 bushels to the acre, when the average production is only about 35. The winner worked his land in a very painstaking fashion, cultivating the land nine times. As a result, he, with the other two hundred boys who contested, will enjoy a trip to Washington, D. C., to see the operation of our government.

The \$5,000 prize for the best wheat at the recent Minneapolis Land Show was won by Nash & Bridgeman of Clyde Park, Mont. The wheat was of the "turkey red" variety and was grown in the Shield River Valley, north of Yellowstone Park. The grain went over sixty pounds in the weight to the bushel in grading receiving the score of 92½, but in the laboratory test scored 104.7. Thirteen contestants' entries were of such score as to merit the laboratory test and these were all high. Other samples scored higher than these few, but were disqualified on account of acreage. The president of the exposition states that this way is indeed the way to improve the wheat crop, as the winning wheat as seed was tested before use and given proper cultivation.

SPOILED CORN should not be sold and used as food, declared the National Congress for the Study of Pellagra at its recent convention at Columbia, S. C. The Ass'n reiterated its belief that the ultimate cause of pellagra is unknown.

THE DAVENPORT, Ia., and the Waukegan, Ill., plants of the Corn Products Refining Co. are to be sold, according to dispatches received from Davenport. It is said that the specific reason is that the capacity of the company is 40% greater than the demand for the product. Changes of railway tariffs are also said to be responsible.



F. L. Benepe, Bozeman, Mont.
Pres. Montana Grain Dirs. Ass'n

Grain Trade News

ARKANSAS.

Fort Smith, Ark.—The recently organized Fort Smith Seed & Feed Co. has let contract for a complete feed mill equipment to the P. H. Pelkey Constr. Co. J. W. Binding of Tulsa and W. J. Stevens of Wichita are the organizers of the new company.

CALIFORNIA.

San Francisco, Cal.—Somers & Co. incorporated to deal in grain, hay, wood and coal; capital stock \$200,000; incorporators, Harvey C., Frank A. and Roy I. Somers and Harry Stokes.

San Francisco, Cal.—It is reported that several Portland firms are heavily short on December barley. It is not known just what quantity is involved, but it is believed that between 30,000 and 40,000 tons were sold. With the struggle now on, prices are advancing on the San Francisco board at a sharp rate. December barley was quoted at \$1.39 3/4 a hundred. The rise in the past week has been \$1 a ton.

CANADA.

Lethbridge, Alta.—The Taylor Mfg. Co. has built elvtrs. at Coutts, Brant, Carmangay, Vulcan and Milk River.

New Westminster, B. C.—The Grain Growers B. C. Agency, Ltd., will install a Hall Signaling Grain Distributor in its elvtr.

Montreal, Que.—Thos. Byrne was smothered in a grain pit Nov. 16, and Robert Hamilton was seriously injured in an attempt to rescue him.

Calgary, Alta.—The Wallbridge Elvtr. Co., Ltd., has applied for permission to change the name of the company to the Wallbridge Grain Co., Ltd.

Regina, Sask.—The recently incorporated Regina Storage & Drying Elvtr. Co. will build an elvtr. The capital stock of the company is given as \$1,000,000.

Winnipeg, Man.—The National Elvtr. Co. and the Atlas Elvtr. Co. have petitioned the courts to wind up the affairs of the Manitoba Commission Co., of which Hugh S. Patterson of this city was the principal shareholder.

Meaford, Ont.—The Georgian Bay Elvtr. Co. incorporated; capital stock \$100,000; provisional directors, G. W. Mason, F. C. Carter, C. G. French, W. A. McCarthy and W. H. Beatty of Toronto. The new company will build a transfer elvtr. at this point.

Winnipeg, Man.—At a meeting of the Board of Trade, Dec. 10, reciprocal car demurrage was the chief subject discussed, and the following recommendations drawn by the special com'te were read by E. D. Martin: That in public interest the Board of Railway Commissioners should issue an order which (in addition to imposing a penalty upon dilatory shippers for delays to railway equipment) will provide that: Railways shall forward loaded cars from point of shipment within 48 hours after shipping instructions are received from consignors. Railways shall transport each loaded car from point of shipment to destination at an average speed of 100 miles per day. Where loaded cars are transferred from one railway to another, 24 hours shall be allowed in computing time of cars in transit. Railways shall place cars for unloading within 48 hours after arrival at destination. For failure to comply with these rules railways shall pay to consignees for each day's delay beyond the rules prescribed above, an amount equal to that imposed by the railways for delays to cars, provided that where failure to comply with these rules is the result of conditions

beyond the control of the railways, no payment shall be made by them, the onus of proving the latter being upon the railways, and, provided further, that in applying these rules, Sundays and legal holidays shall be excepted. The Winnipeg Board of Trade requests that disputes regarding the assessment of demurrage charges against the public and reciprocal demurrage charges against the railways be placed in the hands of a responsible official of the Board of Railway Commissioners for adjustment. The resolutions were unanimously adopted.

COLORADO.

Rocky Ford, Colo.—The Swink Mfg. & Grain Co. has discontinued business.

Fort Lupton (R. R. name Lupton), Colo.—The plant of the Fort Lupton Mill & Elvtr. Co., burned Nov. 12, will be rebuilt. The new mill building will be of concrete and steel tanks will be used for the grain storage, the whole to be operated by electricity.

Denver, Colo.—Thos. H. Simonton, a pioneer grain dealer, died Nov. 25 at the age of 85. Mr. Simonton established a transfer and grain business in this city in 1869 and later started in the same business at Leadville. He is survived by his widow, two sons and a daughter.

IDAHO.

Lewiston, Ida.—The present price of grain bags is 3c below last summer's quotations and a majority of the farmers' unions are considering the purchase of about 2,000,000 sacks at the low price now quoted.

ILLINOIS.

Tampico, Ill.—The Farmers Elvtr. Co. has installed a moisture tester.

Brimfield, Ill.—Chas. Hayes will succeed L. C. Caddy as mgr. of the Brimfield Elvtr. Co.

Sheffield, Ill.—The Farmers Elvtr. Co. has completed its elvtr. and is taking in grain.

Odell, Ill.—The Farmers Elvtr. Co. is considering the installation of automatic scales.—A. R. H.

Pearl City, Ill.—We have transferred our business to Meyers & Shank.—A. F. Annan, Pearl City Grain Co.

Ashland, Ill.—The elvtr. of the Farmers Elvtr. Co. is being thoroughly overhauled by the Decatur Constr. Co.

Forest City, Ill.—Wesley Hight has succeeded Reuben Gumbel as mgr. of the Forest City Grain Elvtr. Co.

Columbia, Ill.—The Southern Illinois Millers Ass'n will hold its semi-annual meeting at this point, Dec. 27.

Oakland, Ill.—The new elvtr. of Henn & Beggs at this station will soon be ready for business.—Chas. Henn, Borton.

Bolivia, Ill.—The Bolivia Farmers Grain Co. has leased the elvtr. of M. M. Shengler, sec'y, treas. and mgr. of the company.

Catlin, Ill.—The new elvtr. of R. K. Byerley is rapidly nearing completion and will be ready to resume business within a few days.

Homer, Ill.—J. E. Bennett, bookkeeper for J. M. Current for the last 12 years, has been appointed postmaster at this point.

Reddick, Ill.—Eight shares of stock in the Farmers Elvtr. Co., belonging to M. H. Cooley and Philip Karcher, were sold at sheriff's sale, Dec. 14, to A. L. Granger for \$793.88.

Maey's sta., R. D. Fults, Ill.—We have just about completed our concrete elvtr. at this station.—Nanson Com's'n Co., St. Louis, Mo.

Gilson, Ill.—Gilson Grain & Lbr. Co. incorporated; capital stock \$35,000; incorporators, A. R. Anderson, F. S. Brooks and W. R. Guyer.

Hayes, Ill.—James C. Roe has bot the entire interest of his partners, John and Dayton Hanson, in J. C. Roe & Co. and is now sole owner.

Louden, R. D. Brownstown, Ill.—The elvtr. of the Farmers Elvtr. Co. has been overhauled and put in good shape by the Decatur Constr. Co.

Mortimer sta., R. F. D. Chrisman, Ill.—Work has been started on the new elvtr. of the National Elvtr. Co. to replace the house burned Nov. 22.

Garnes sta., Cherry Point p. o., Ill.—The elvtr. of the National Elvtr. Co., burned Nov. 19, will be rebuilt on a larger scale at an early date.

El Paso, Ill.—I have placed moisture testers in all of my elvtrs. Cars are very scarce on both the T. P. & W. and the Ill. Cent.—F. S. Larison.

Egan, Ill.—The elvtr. of Wingert & Clevidence at this station has been overhauled and a new elvtr. leg installed. The Decatur Constr. Co. did the work.

Sicily sta., Pawnee p. o., Ill.—The remodeling of the elvtr. of the Farmers Grain Co. is nearing completion and the elvtr. will be ready for operation in a few days.

East Mt. Carmel, Ind., sta., Mt. Carmel p. o., Ill.—The Mt. Carmel Elvtr. Co. is now operating the elvtr. formerly operated by John Richard, Shannon & Orr, prop.

Dietrich, Ill.—The grain business of Martin Wendt, who died last April, will be continued by his oldest son, Philip, under the old name. I will be mgr.—P. M. Wendt.

Peoria, Ill.—The membership of A. F. Johnson has been transferred to W. S. Keyburn and that of W. H. Bartlett to E. R. Murphy.—John R. Lofgren, sec'y Board of Trade.

Farmington, Ill.—The new elvtr. of the Buckley-Pursley Co. has been completed, having been put up and placed in operation just 7 weeks after the fire destroying the old house. Ed Davis is still mgr.

Parkland, Ill.—We have built a 10,000-bu. steel tank as an addition to our elvtr. and also erected a new office for Henry Louie, the man in charge.—A. R. Harbaugh, agt. Smith-Hippen Co., Manito.

Palmer, Ill.—W. H. Crowder, one of the first men to enter the grain business at this station, is now manufacturing fire extinguishers in St. Louis. He was the owner of a large elvtr. here from 1870 to 1880.

Galesburg, Ill.—Only three incorporators of our company were mentioned in this column in the Dec. 10 issue. We have five, the other two being Edward Lundgren and A. R. Anderson.—Anderson Grain & Coal Co.

Ashland, Ill.—Chas. Henn of Borton will erect an elvtr. on the Vandalia right of way, making two grain buyers here. The total shipments from this station will not exceed 150,000 bus.; but it is presumed the Vandalia wants a share of the business.

Taylor Ridge, Ill.—Chas. H. Wayne has filed suit against the Rock Island R. R. Co. to recover \$150 for failure of the carrier to deliver a full shipment of oats from this station to Chicago, 6,600 lbs. of oats being lost in transit thru the alleged negligence of the road.

Mt. Auburn, Ill.—The suit of Geo. Copenbarger and Jasper Wedekind against the Osbornville Grain Co. was decided in favor of the plaintiffs, the jury allowing the full amounts of \$256 to Copenbarger and \$600 to Wedekind. The cases grew out of a corn transaction, in which the plaintiffs charged that the grain company did not fulfill its contract in the purchase of grain.

Eastburn sta., Sheldon p. o., Ill.—In our suit against James Eastburn, the jury decided against us, altho we produced the contract as it was made by telephone slips and telephone operators and proved the resale of the corn to other parties, which was denied by the defendant. We are going on with the case, however, as we feel that we have not received justice. We hope our friends, the grain dealers, will soon begin to realize the necessity of contract forms and will begin to use them.—A. M. Eastburn & Co.

Receipts of grain at Peoria during November included 100,000 bus. of wheat, 1,228,100 of corn, 767,803 of oats, 329,400 of barley and 69,600 bus. of rye; compared with 87,000 bus. of wheat, 1,872,231 of corn, 260,000 of oats, 195,600 of barley and 18,700 bus. of rye received during November, 1911. Shipments, 47,000 bus. of wheat, 646,350 of corn, 1,105,001 of oats, 102,723 of barley and 37,900 bus. of rye; compared with 40,000 bus. of wheat, 1,298,216 of corn, 388,879 of oats, 110,316 of barley and 9,700 bus. of rye shipped during November, 1911.—John R. Lofgren, sec'y Board of Trade.

Fogerty Siding, Broadwell p. o., Ill.—The new elvtr. of the Farmers Grain & Coal Co. will be of cribbed construction. 30x30 ft., 39 ft. to the plate, cupola 18x30x25 ft., with corrugated iron siding. Equipment consists of 2 dump sinks, 2 stands 12x6x6 elvtrs., buckets 7x12, Fairbanks Receiving Scale, a 15,000-bu. Richardson Automatic Shipping Scale, B. S. Constant Manlift, 1,000-bu. per hour Western Gyration Cleaner, 10 h. p. motor, all the transmission machinery being furnished by the Union Iron Works. The Decatur Constr. Co. has the contract, work to be completed Jan. 10.

Tuscola, Ill.—The scarcity of cars and how to get empties were the topics of a discussion at an informal conference Dec. 12 between J. C. Roe of Hayes, John Erwin of Tuscola, Wm. Ernst of Arcola, Harry Crawford of Hindsboro, Frank Powell of Decatur and Geo. J. Siebens of Decatur. J. C. Roe said he needed cars badly; and by filling out one of the blanks supplied by the Grain Dealers Journal and supplementing it with a statement that he had the corn sold for 5 days' shipment to Chicago, and had the corn in the elevator ready for shipment, he was given four cars the next morning after the railroad agent mailed this order.

Chesterville, Ill.—Dare & Layton, whose elvtr. burned Nov. 22, will take charge of the elvtr. of Paul Kuhn & Co. Frank K. Page has been elected trustee to look after the interests of the creditors of the farmers who had grain in the burned house and a settlement by agreement has been reached. Those who had sold their corn will receive a cash payment of 55c on the dollar. The balance due them is secured by a mortgage upon land. Those who had corn stored in the elvtr. will receive no cash payment but are secured by a land mortgage until such time as the firm is financially able to make a cash settlement with them. There was also some oats stored in the elvtr. and the owners are provided for in the same way. Only \$3,500 insurance was carried on the 15,000 bus. of grain in the elvtr. at the time of the fire.

East Lynn, Ill.—The elvtrs. of the defunct firm of Wheelock & Peterson at this station and Hopwood have been awarded by the U. S. Court of Appeals to the Bank of East Lynne. When the firm went into bankruptcy the bank held a chattel mortgage for \$15,000 on the two elvtrs. The other creditors resisted the mortgage on the grounds that the bank was thus made a preferred creditor and that a chattel mortgage could not be given on the buildings. The contention was allowed by the lower court and the bank was adjudged to turn the elvtrs. into the hands of the receiver and take its chances with the balance of the creditors. On appeal the higher court held that the mortgage would not hold as a chattel mortgage, but that it was in effect a real estate mortgage and as such a valid claim. The bank, therefore, takes all the elvtr. property.

Springfield, Ill.—A joint meeting of com'tes from the Illinois Grain Dealers Ass'n and the Farmers Grain Dealers Ass'n was held at the St. Nicholas Hotel, Dec. 19, to prepare a reciprocal demurrage bill to be introduced when the General Assembly shall convene next month. Thos. Sudduth, Springfield, was elected chairman, and John A. McCreery, Mason City, sec'y of the joint meeting. Others present were Lee G. Metcalf, pres. Illinois Grain Dealers Ass'n, Illiopolis; Fred Wallbaum, pres. of the Farmers Ass'n, Ashland; H. W. Danforth, Washington; C. M. Woods, Springfield; W. T. Cornelison, Peoria; W. L. Shellabarger, Decatur; E. R. Ulrich, Springfield; S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana; J. U. Surface, Mason City, and C. J. Baer, Monticello. The subject of car service and car shortage was discussed for two hours, and the com'te prepared a tentative bill which a sub-com'te was directed to submit to Wm. R. Bach, Bloomington, attorney for the Illinois Grain Dealers Ass'n, to be put in proper legal shape, and the sub-com'te, when the bill is ready, was to report to the General Assembly at a date to be fixed later on.—S. W. Strong, Sec'y Illinois Grain Dealers Ass'n.

CHICAGO NOTES.

Wm. Hereley, Jr., under the terms of his father's will inherits the elder Hereley's Board of Trade membership.

W. Scott Cowen is contemplating the opening of an office for grain inspection on his expected retirement from the office of chief grain inspector of Illinois.

The Armour Grain Co. has bot a tract of land containing 42,281.5 sq. ft. from the C. M. & St. P. Ry. Co. The property lies on the north branch of the canal and is valued at \$34,205.

Candidates for directors of the Board of Trade will be nominated by petition and a com'te has been appointed to select candidates for the members of the arbitration and appeals com'te.

Sam P. Arnot, former pres. of the Council of Grain Exchanges, is being endorsed by members of the Board of Trade for a democratic membership in the Illinois Railroad and Warehouse Commission.

Wm. Wayman, son of James B. Wayman, with Crighton & Lasier, will be married Dec. 26, at Detroit, to Miss Margerie F. Wing, daughter of E. C. Wing, a former grain man and member of the Chicago Board of Trade.

Edward Andrew, first vice-pres. of the Board of Trade, is being boomed for pres. of the exchange, at the annual election to be held Jan. 8, Pres. Frank M. Bunch having positively declined to be a candidate for re-election.

CHICAGO CALLERS: C. E. Nichols, Lowell, Ind.; A. D. Hayes, New London, Ia.; Geo. W. Cole, Bushnell, Ill.; W. M. Browning, Cedar Rapids, Ia.; S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.; Ben. A. Lockwood, Des Moines, Ia.

H. N. Sager, J. C. F. Merrill, C. B. Pierce, Robert McDougal, C. H. Canby, S. P. Arnot, R. G. Chandler, W. L. Gregson, and B. A. Eckhart have been appointed by Pres. Bunch to represent the Board of Trade to the Chamber of Commerce of the U. S. A. for the period of one year.

"Honest Otto" Reichelt, found guilty of operating a confidence game on his employer, E. R. Bacon, failed to appear for sentence Dec. 13, and his bonds of \$15,000 were declared forfeited. He had been in Mr. Bacon's employ over 20 years and was charged with having converted \$23,000 to his own use.

Applications for membership in the Board of Trade have been made by Paul W. Dehmer and Ben. E. Saveland. W. J. Buttschan, Fred R. Burrows and Garfield T. McClean have been admitted to membership, and the memberships of Wm. Farson and Wm. S. Crosby have been posted for transfer. Memberships are quoted at \$2.350 net to buyer.

The total membership of the Board of Trade Mutual Benefit Ass'n is now 978 and the value of certificates is \$3,200.

Chief Inspector Cowen, on Dec. 18, advised that grain received over the Santa Fe would not be inspected by the state grain inspection dept. in future until the railroad company changed its methods and agreed to abide by the state grain inspection law, but acting on the request of the cash houses that receive considerable grain over this road, he issued orders to resume inspection work on that line Dec. 20, and referred the entire controversy to the railroad and warehouse commissioners for action. The Santa Fe inspection yards are at Corwin, about six miles from the business district. It is impossible for the inspectors to get in with their samples unless the railroads carry them in. Street car companies refuse to allow the men with a large number of samples to board their cars, claiming that they do a passenger and not a freight business. Chief Grain Inspector Cowen says the Santa Fe will have to abide by the law the same as any other road if it wants the grain inspected in the regular way. About 3 per cent of the total receipts of grain in Chicago comes over the Santa Fe. Under the law the Santa Fe cannot collect demurrage charges on grain until it is inspected.

INDIANA.

Tipton, Ind.—G. G. Davis is in California and I am in charge.—W. A. Hill.

Wanatah, Ind.—We have succeeded Ed Mitzner & Co.—The Bailey-Mitzner Co.

La Porte, Ind.—Theo. Lorig & Son have sold the La Porte Elvtr. to parties from Ohio.

Rays Crossing, Ind.—The T. A. Mull Grain Co. of Manilla has bot the elvtr. of Kennedy & Gordon.

Mt. Vernon, Ind.—A. Waller & Co. will open a downtown office in the Rosenbaum Bldg. John Robb will be in charge.

Royal Center, Ind.—Sims & Ashbaugh have purchased 3 Hall Signaling Small Grain Distributors and one Ear Corn Distributor.

Kirklin, Ind.—The officers of the recently incorporated Kirklin Grain Co. are Jas. Sample, pres.; L. S. Moore sec'y and treas. and Allen A. Bassett mgr.

Swanington, Ind.—Joe McConnell has bot the elvtr. of the Swanington Grain Co. and will take possession Jan. 1. The sale was made thru J. D. Chancellor.

Greenwood, Ind.—E. F. Tucker and son, props. of the Greenwood Elvtr. Co., which lost its plant by fire some time ago, have gone to California.—C. B. Cook Co.

Fairfield sta., Oakford p. o., Ind.—My postoffice address is Oakford, the elvtr. being situated at Fairfield, which is only a railroad station.—H. E. Rakestraw.

Kentland, Ind.—The many friends of Warren T. McCray will deeply sympathize with him in the loss of his mother, Mrs. Greenberry W. McCray, who died at her home in Kentland, Dec. 12.

Beesons Sta., Milton p. o., Ind.—I have leased the elvtr. of the Beesons Sta. Grain Co. and will make it an up-to-date house, carrying a full line of grain, coal, salt, feed, cement, etc.—F. J. Connell.

New Albany, Ind.—McDonald & Co. are erecting a new brick drier, boiler and engine house to contain an equipment for drying and cooling grain at the rate of eight carloads daily. The Hess Drier and Cooler will be installed.

Indianapolis, Ind.—The Board of Trade has issued a circular containing the list of prizes and rules for entry in the Prize Grain Contest to be held in connection with the annual meeting of the Indiana Grain Dealers Ass'n, Jan. 21 and 22.

Fence rail corn cribs have made their reappearance in Bartholomew County, Indiana, after many years, and the farmers are using all available old rails. The crop is so big in the county that the farmers are having much difficulty in finding room to crib it.—M.

Indianapolis, Ind.—Members of the Board of Trade hear that some country grain dealers are refusing to pay as much for unprotected corn as for that which has been kept in covered cribs. Local dealers say that this is a good movement, and should have been started years ago.—M.

Indianapolis, Ind.—Fred Rouse, member of the firm of William Rouse & Son, grain dealers, charged with driving an automobile which struck Jeremiah Marley, and who had been found guilty in police court and fined \$50 and costs, has been discharged in criminal court for lack of evidence.—M.

Dana, Ind.—Wm. Kuhns, employed at the elvtr. of the Gilbert, Maddock Co., was badly hurt recently while stooping over a line shaft to put rosin on a slipping belt. His heavy coat caught on a set screw on the rapidly revolving shaft and quickly wound around the shaft. The strength of the cloth in the coat made it impossible for him to pull loose and the flesh was all torn from area of the pelvic bone to the end of the spinal column, denuding all organs and tearing away one of the testicles, breaking two ribs and making many minor cuts and bruises. His wounds were dressed and all of the skin that had not been torn entirely off was sewed back in place and he has been recovering as rapidly as could be expected.

IOWA.

Nugent, Ia.—The Jackson Grain Co. is building elvtr.

Williams, Ia.—The Farmers Elvtr. Co. will build a 50,000-bu. elvtr.

Glencoe, Ia.—The elvtr. of the Farmers Elvtr. Co. has been completed.

Kingsley, Ia.—Chas. Guth, former mgr. for J. A. Shade, has bot the elvtr.

Burchinal, Ia.—Mr. Deeman is now mgr. of the Farmers Co-operative Society.

Cedar Rapids, Ia.—W. M. Browning is thinking of entering the grain business.

Shannon City, Ia.—Mrs. Muncey traded a stock of furniture to Arthur Snyder for his elvtr.

New Hampton, Ia.—I have succeeded E. R. Dibble & Co. at this station.—O. H. Brannon.

Denison, Ia.—The new elvtr. of the Doud Mfg. Co. will have a capacity of 40,000 bus.

Stanton, Ia.—The Farmers Grain & L. S. Co. has bot the coal business of C. J. Hulpquist.

Marble Rock, Ia.—The Bucklen & Maxson Co. will succeed the Bucklen-Tabor Co., Jan. 1.

Eldridge, Ia.—The Farmers Elvtr. Co. will build an addition to its elvtr., at a cost of \$5,000.

Lohrville, Ia.—Peter Greenfield of Des Moines is mgr. for Wright & McWhinney at this station.

Somers, Ia.—The Somers Elvtr. Co. has installed a Hall Signaling Grain Distributor in its elvtr.

Mapleton, Ia.—J. L. Bennett has bot the elvtr. of the Trans-Mississippi Grain Co. at this station.

Griswold, Ia.—The E. Lily Mill & Grain Co. is rebuilding its mill and elvtr. blown down last August.

Van Cleve, Ia.—I have bot the two elvtrs. of Curt Tigges and will take possession Jan. 1.—A. A. Cook, Springfield, Ia.

Springville, Ia.—I am out of the grain business at present.—W. F. Gasser, Reinbeck, former mgr. Jackson Grain Co.

Winfield, Ia.—The elvtr. of H. W. Van Dyke & Son has been sold to the Winfield Elvtr. & Supply Co.—H. W. Van Dyke, mgr.

Council Bluffs, Ia.—The elvtr. of the Droge Elvtr. Co. was partially destroyed by fire Dec. 14; loss \$45,000, covered by insurance.

Flugstad, Ia.—I have succeeded Wm. Melrose as mgr. of the Farmers Elvtr. Co.—W. F. Maywald, formerly at Edgerton, Minn.

Ewart, Ia.—We are putting in a new sheller, cleaner, dump, drag and are thoroughly overhauling our elvtr.—W. G. Bair Lbr. Co.

Mt. Vernon, Ia.—John Dobson has bot the interest of F. W. Howson in the firm of Howson & Hedges, and the business will be operated as Hedges & Dobson.

Zearing, Ia.—Our elvtr. did not burn as reported in this column Dec. 10, only a small implement warehouse burning. The fire did not reach the elvtr.—Haase Bros.

Sioux City, Ia.—The Farmers Grain Dealers Ass'n will hold its annual meeting in this city, Feb. 11 to 13, with a special program Feb. 12, in honor of Lincoln's birthday.

Morningside, Ia.—The name of firm was changed Dec. 2 to the Morningside Elvtr., Feed & Coal Co., W. F. Bowman of Clinton buying a 1/3 interest with us.—Empey & Quisenberry.

Bayard, Ia.—Farmers are organizing an elvtr. company here, and will try to secure the site of the elvtr. of the Western Elvtr. Co., which burned Dec. 10, to build an elvtr.—Chas. Dozler Grain Co.

Oyens, Ia.—The recently incorporated Oyens Co-operative Co. has bot the elvtr. of the Western Elvtr. Co. and will handle coal, flour, and feed in connection with the grain business.—W. A. Galbraith, mgr.

Muscatine, Ia.—John A. TeStrake, who recently purchased the Muscatine Produce & Pure Ice Co., is building a 3,000-bu. corn elvtr., 34x20 ft. and 34 ft. high, at a cost of \$2,000. The equipment will include an automatic dump, sheller, conveyors, and cleaner and will be operated by electricity.

Cedar Rapids, Ia.—The steel, hollow tile and concrete elvtr. now under construction for the Quaker Oats Co. by the Barnett & Record Co. will have 40 bins, each 12 ft. in diameter and 95 ft. high with 27 interstitial bins, giving the company a capacity of 400,000 bus. The working house will be connected by a conveyor gallery extending over the roofs of the mill and grain cleaning dept. with the old elvtr., the gallery to contain 2 belt conveyors, one to carry grain to the new elvtr., the other to take it back to the receiving house. The building is absolutely fireproof, the bin walls being of hollow tile resting on reinforced concrete. It is expected to have the house completed by Feb. 1.

KANSAS.

Lebo, Kan.—R. Protheroe is contemplating the erection of an elvtr. at this station.

Bison, Kan.—The elvtr. of D. S. Erni has been completed and is now taking in grain.

Concordia, Kan.—The Concordia Mfg. Co. is installing a Hall Signaling Grain Distributor.

Wellsford, Kan.—The Rixon Grain Co. has bot the elvtr. of the Larabee Mfg. Co. at this station.—S.

Concordia, Kan.—The recently organized Farmers Mill & Elvtr. Co. has let contract for a 20,000-bu. elvtr.

Larned, Kan.—The Pawnee County Grain & Supply Co. will equip its elvtr. with a Hall Special Elvtr. Leg.

Abbeyville, Kan.—The Larabee Mfg. Co. of Hutchinson, has bot the elvtrs. of C. R. Rixon at this station and at Macksville.—S.

Hugoton, Kan.—C. D. Jennings of Bucklin will build an elvtr. according to report, the Santa Fe Ry. Co. having promised to lay rails to this station by Xmas.

Salina, Kan.—Chas. M. Todd and I. G. Gottschick have bot the interest of Geo. F. Warren in the Lee-Warren Mfg. Co., the change becoming effective Jan. 1.

Ellsworth, Kan.—F. D. Sperry, sec'y of the Ellsworth Mill & Elvtr. Co., is an applicant for appointment as a member of the Kansas Public Utilities Commission.

Tisdale, Kan.—We will not build our elvtr. till spring, when we will build on the Mo. Pac. and operate under the name of Bartlow & Coffey. I will be mgr.—F. C. Coffey.

Prairie View, Kan.—The firm of Vander Velde & De Young has been dissolved and the new firm is Thomas & De Young. We have the only elvtr. at this station.—A. De Young.

Larkinsburg, Kan.—The elvtr. of the Western Elvtr. Co., containing several hundred bushels of corn, burned Dec. 6; loss \$5,000; covered by insurance. The company will rebuild at once.

Hutchinson, Kan.—C. A. Tabb and C. R. Rixon, who were partners in the Tabb Grain Co., have dissolved partnership. C. A. Tabb will operate the Tabb Grain Co. and an elvtr. at Wellsford.—S.

Seneca, Kan.—On Dec. 1, I took over the entire business of the Red Elvtr. Co., which was owned by Thos. Burbury and W. B. Thompson and myself, and will operate under the old name for the present.—Ed. M. Collins.

Greensburg, Kan.—C. R. Rixon has formed a partnership with H. W. Wacker of this city and will operate as the Rixon Grain Co., with headquarters here. They own and will operate elvtrs. at Wellsford, Willmore and at this station.—S.

Corning, Kan.—The elvtr. leased by us formerly belonged to Sanders & Lukins and was sold to the Farmers State Bank and then to Mr. Schoonover. We have a lease to Feb. 1, 1913, with the privilege of buying after lease expires.—Lee Henning, mgr. Derby Grain Co.

Gardner, Kan.—A. D. Robinson is a scoop shoveler who has been giving the regular dealers here and at Spring Hill considerable trouble. The regular dealer at Spring Hill is J. N. Null and we are the only ones at this station, where we have 2 elvtrs.—D. W. Mowrey of Ward & Mowrey.

WICHITA LETTER.

Clark Burd, formerly traveling representative for the Wallingford Grain Co., is now on the road for the J. R. Williamson Grain Co.

I conducted a grain and commission business of my own under the name of Flickinger & Co. until about 3 weeks ago, when I accepted a position with W. T. Hacker, who will do a general grain and seed business.—E. M. Flickinger.

The appointment of Judge A. E. Helm as a member of the Kansas Public Utilities Commission is being urged by his many friends in the grain trade. The judge has conducted many cases in the milling and grain trade and has made many friends in both.

Frank Bruce, traveling representative of the Roehen-Cary Grain Co. of Kansas City, will be married to Miss Mildred Hayworth, chief clerk in the Wichita office of the Moffatt Commission Co., on Christmas Day. Both of the young people are well known to the grain trade. They will reside at Dearborn, Mo.

KENTUCKY.

Louisville, Ky.—The consummation of the plan to form a merger of the existing commercial organizations at this market seems to be nearing realization, as one of the chief obstacles, that of reducing the bonded indebtedness of the Board of Trade, has practically been removed, several thousand dollars having been already pledged for the annulment of the indebtedness. No name has yet been selected for the new organization, but grain men are expressing great satisfaction at the recent developments.

LOUISIANA.

Receipts of grain at New Orleans during November included 2,099,000 bus. of wheat, 94,000 of corn, 128,000 of oats; compared with 20,000 bus. of wheat, 184,600 of corn and 167,000 bus. of oats received during November, 1911. Shipments for the month included 2,006,744 bus. of wheat, 165,003 of corn, and 54,694 bus. of oats; compared with 2,011 bus. of wheat, 84,203 of corn and 2,568 bus. of oats shipped in November, 1911.—H. S. Herring, sec'y Board of Trade.

New Orleans, La.—The wheat receipts by the Gould lines have been far ahead of those of any of the other roads into this market. Up to a few weeks ago very little of the movement from the Missouri river territory came by the competing lines of the Mo. Pac. as that road and the K. C. Sou. were the only ones which had reduced rates in effect. The I. C. lines did not participate in the rate to the Gulf ports except at Omaha and Kansas City, and it is said that its bookings were much curtailed on that account. However, the I. C. lines have handled fully 3,000,000 bus. since June 30, including old and new wheat, about 500,000 of which was the new crop movement.

MARYLAND.

Arcadia sta., Upperco p. o., Md.—The Wilson Land & Grain Co. will build a warehouse.

Baltimore, Md.—The directors of the Western Md. Ry. Co. have made the statement that they will not be able to handle grain enough to compete with the other roads entering this city at present, but that they plan to enlarge their facilities until they are able to do so.

Baltimore, Md.—The nominating com'te named by the directors of the Chamber of Commerce, Dec. 9, is composed of D. M. Wylie, Wm. Rodgers, J. M. Maynadier, J. A. Manger and E. A. Slack, who will select the names of five members of the exchange to be voted upon as directors for the next three years, constituting the regular ticket at the annual election in January. Members of the board retiring at that time are Pres. Ferdinand A. Meyer, Robert Ramsay, John W. Snyder, Robert Burwell and Robert D. Sinton.

MICHIGAN.

Decatur, Mich.—I have sold out to Sol Schpok.—Harold B. Lawrence.

Detroit, Mich.—Five alleged bucket shops were raided Dec. 11 and 50 men captured.

Edwardsburg, Mich.—A. J. Carpenter has purchased a No. 3 Hess Ideal Drier and Cooler.

Saginaw, Mich.—The Saginaw Grain Co. has filed an amendment to its charter increasing its capital stock from \$17,000 to \$30,000.

Alma, Mich.—A co-operative bean company is being organized among the farmers of this vicinity by J. L. Miller, to build a bean elvtr. for the exclusive handling of beans. This is the first company of the kind to be organized.

Mason, Mich.—The Mason Elvtr. Co. has completed the remodeling of the old cold storage house into an elvtr. and has installed several thousand dollars worth of up-to-date machinery, operating by electricity.

Detroit, Mich.—Detroit millers and flour men met Dec. 6, and sent a proposal to the railroad commission asking for a ruling giving three days free time and then three days at \$1, in reference to the new demurrage proposals the roads are putting forward.

MINNESOTA.

Gonvick, Minn.—K. K. Melland is now mgr. of the Farmers Elvtr. Co.

Windom, Minn.—I have sold my elvtr. to the St. John Grain Co.—Chas. Wise, Sioux City, Ia.

New Ulm, Minn.—The elvtr. of the New Ulm Mfg. Co. has been completed and is receiving grain.

Erskeine, Minn.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. has been opened and is taking in grain.

Tyler, Minn.—We have bot the elvtr. of Bingham Bros.—John Nielby of the Farmers Elvtr. & Supply Co.

Adrian, Minn.—I have sold my elvtrs. here and at Lime Creek to the Benson Grain Co.—Chas. Wise, Sioux City, Ia.

Rochester, Minn.—Earl and Geo. Leonard have bot the elvtr. of the Rochester Grain & Realty Co., known as the Gates Elvtr.

Hayward, Minn.—We have built new coal sheds and made small improvements at elvtr.—P. J. Fibelstad, mgr. Farmers Elvtr. Co.

Austin, Minn.—H. G. Baker has bot the elvtr. of the Farmers Co-operative Fuel & Elvtr. Co. and will operate under the name of H. G. Baker Farmers Fuel Co.

Duluth, Minn.—Louis Hanson has been admitted to membership in the Board of Trade and C. M. Owen has withdrawn from membership.—Chas. F. Macdonald, sec'y.

Rothsay, Minn.—H. A. Tupperud of Moorhead has succeeded Conrad Sjorrel as mgr. of the Farmers Grain & Merc. Co., Mr. Sjorrel resigning on account of ill health.

Alpha, Minn.—Harry E. Vickerman, former mgr. of the Farmers Elvtr. Co., is now traveling representative for Brennan & Carden, in southern Minnesota and South Dakota.

Mankato, Minn.—John Dutton, who claims to be an agt. of the Farmers Seed & Nursery Co. of Fairbault, is charged with jumping his board bill after staying 8 weeks at the hotel.

Westport, Minn.—J. A. Osborne of Rulo, Neb., has succeeded J. K. Irwin as agt. for Lee & Gingery Elvtr. Co. and A. R. Van Hagin has succeeded H. J. Kohl as agt. for the Gt. Western Grain Co.—O. E. Krueger, agt., Monarch Elvtr. Co.

Plainview, Minn.—The elvtr. of the Plainview Mill & Elvtr. Co., containing considerable grain, burned Dec. 10, the fire also destroying a part of the mill; loss \$10,000. The flames were discovered in the top of the elvtr., and before help arrived the entire building was ablaze.

Ashbury, R. F. D. Maynard, Minn.—The elvtr., lumber yards and coal sheds of the New London Mfg. Co. at this station burned Dec. 11; loss \$25,000. The plant will be rebuilt in the spring. The fire started from a spark from an engine, being discovered in the coal sheds just after a train passed.

Duluth, Minn.—Sept. 1, I said I thought we would get results this year from the favorable decision in the grain rate case. We can now show the results. For the first four months of the crop year the receipts of wheat at Duluth were 79,271,245 bu. For the same period, the receipts at Minneapolis were 77,061,720 bu. This is the first year in history in which Duluth has received more wheat than Minneapolis in that period.—Julius H. Barnes, chairman of the traffic commission of the Duluth Commercial Club.

Receipts of grain at Duluth during November included 18,496,437 bus. of wheat, no corn, 1,204,821 of oats, 2,983,058 of barley, 579,576 bus. of rye; compared with 6,320,377 bus. of wheat, no corn, 804,328 of oats, 1,027,839 of barley and 169,868 bus. of rye received during November, 1911. Shipments for the month included 21,238,423 bus. of wheat, no corn, 1,244,621 of oats, 3,475,946 bus. of barley and 681,746 bus. of rye; compared with 6,423,726 bus. of wheat, no corn, 858,152 of oats, 1,873,130 of barley and 120,112 bus. of rye shipped during November, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

Volney Ireys has been made defendant in a divorce suit brot by his wife.

G. A. Archer, vice-pres. of the Archer-Daniels Linseed Co., has left for a tour of the world.

The Minnesota Farmers Grain Dealers Ass'n will hold its annual meeting in this city Jan. 28 to 30, 1913.

A temporary embargo was placed on the elvtr. of the Union Elvtr. Co., Dec. 17, to be effective until a clean-up in grain cars can be made.

Members of the Chamber of Commerce are discussing the need of more room on the exchange floor to handle the rapidly increasing trade and the proposition of tearing down the old building and erecting a duplicate of the new one, extending the exchange floor into the addition, is receiving consideration.

The contract for the new plant to be erected by the New Occident Mfg. Co. to replace the one burned Nov. 9, has been let to Moulton & Evans.

The North Dakota Railroad Commission will be asked by the Equity Co-operative Exchange of this city to issue an order prohibiting country elvtr. operators from modifying the prescribed form of storage tickets issued to farmers, the petition being based on the alleged case of an elvtr. company at Lankin, N. D., which is said to have stamped its storage tickets in a manner to obligate the farmers depositing the grain to sell only thru that elvtr. and at the market price at Lankin, when the decision to sell the grain is reached. The state law requires the elvtr. taking grain on storage to deliver it upon payment of storage charges at any time that the owner may demand.

Switching charges on car loads of grain are a detriment to this market, according to J. C. Andrews, chairman of the traffic com'te of the Chamber of Commerce, who testified before the state railroad and warehouse commission, Dec. 19, in the hearing of the charges brot by the Minneapolis Civic & Commerce Ass'n against the Railway Transfer Co. Mr. Andrews said Duluth, Milwaukee, Chicago and Omaha do not have such switching charges, and it works against Minneapolis very seriously. W. P. Trickett, traffic director of the Civic & Commerce Ass'n, also said: "When I say that Minneapolis is the only grain market in the United States where such switching charges are imposed it ought to be enough to show the city's disadvantage. In Chicago there is an area of 291 square miles or 7,775,000,000 square feet over which incoming freight is switched free by the roads that bring it into Chicago." Every car of grain that enters Minneapolis carries a charge of \$1.50 for switching, which eventually, testimony shows, is paid by the producer, and the Chamber of Commerce has a rule applying it whether there is switching on a car or not.

MISSOURI.

Warner, Mo.—The Warner Elvtr. Co. has been dissolved.

Blackburn, Mo.—L. R. Zellers was instantly killed when the boiler in his elvtr. exploded recently.

Montrose, Mo.—J. D. Mann has remodeled his elvtr., installing a new 20-h. p. engine, corn sheller and cleaner of 500 bus. per hour capacity.—H. Halfer.

Columbia, Mo.—Practically \$3,000 is to be given away as premiums in the Missouri State Corn Show, which is held during Farmers' Week, Jan. 16-17, 1913. The Missouri State Corn Growers' Ass'n holds its annual meeting at the same time. C. B. Hutchison, Columbia, Mo., is sec'y of this organization and a copy of the premium list can be obtained from him.—T. C. Wilson, sec'y State Board of Agri.

Princeton, Mo.—In the Dec. 10 issue of this paper appears an item bearing on the defunct Farmers Elvtr. & Supply Co. In regard to the affairs of the company, you are probably right, but as to the construction of the plants and liens filed will say that you are wrong. As to the material and labor being covered by liens will say that this is correct and will be glad to show who the liens are made out to. The elvtrs. are of standard studded construction covered with galvanized iron and iron shingles and are fully equipped for handling and shelling in transit. When the bankrupt courts settle some matters outside of these elvtrs., they will then ask for bids on same and will certainly not go begging for a buyer.—Morley Bros., Haden & Plott, contractors and builders of the elvtrs. above mentioned.

KANSAS CITY LETTER.

G. A. Kimball, joint agt. of the railroad companies at this market, has completed a form for the use of the daily milling-in-transit reports that are now to be sent direct to his office.

John Webber, owner of the Finance Grain Co., is charged with running a bucket shop. He has pleaded not guilty and has been released under bond of \$1,000.

A. J. Denton of the former firm of Denton Bros. at Leavenworth, Kan., was found dead Dec. 22, near Dorchester, Neb. His body was pinned under the steering wheel of his overturned automobile.

The directors of the Board of Trade recently were requested to authorize deliveries of December corn under the emergency rule adopted in September, but refused on the grounds that ample elevator delivery room is available.

The Lonsdale Grain Co. has leased the 1,000,000-bu. elevator of the Gt. Western Ry. Co., known as the Maple Leaf Elevator, and will take possession Jan. 1. The grain company has increased its capital stock to \$50,000 and will build additional tanks, increasing the storage capacity of the elevator a half million bus.

H. G. Wilson, transportation commissioner of the Board of Trade, has issued the following bulletin in regard to switching charges: "Effective Jan. 1, 1913, the C. B. & Q. Ry. Co. has cancelled the published charge now in effect on that line at Kansas City on run-by-switch cars of grain at elevators. This will have the effect of leaving no rate or charge on this class of movement by the C. B. & Q. This was the only line at Kansas City which had an arrangement of this kind in effect, and made a charge of \$1 for same. The K. C. Sou. Ry. Co. also has a published provision of this kind, but does not make any charge for this movement. So, after Jan. 1, 1913, there will be no charge for run-by-switch cars by any railroad at Kansas City."

ST. LOUIS LETTER.

The S. S. Carlisle Com's'n Co. has gone out of business.

John L. Messmore, first vice-pres. of the Merchants Exchange, is the choice of the regulars for the presidential nomination.

Turner B. Morton of Morton & Co. recently broke his right arm in two places and shattered the bone while cranking his automobile, the crank slipping and striking his arm.

E. C. Hogan and Sam'l P. Mason have been admitted to membership in the Merchants Exchange and John Rees Morris and R. A. Ruemell have resigned.—Eugene Smith, sec'y.

Mrs. Charlotte M. Rogers, widow of Hugh Rogers of the Rogers Elevator Co., who was several times pres. of the Merchants Exchange, died in Florence, Italy, Nov. 13. The body was brought back to this city for burial.

Burglars made an attempt to crack the safe of the Luerhmann Hay & Grain Co. during the night of Dec. 11, but although they pounded the combination and knocked off the hinges of the big door they were unable to gain access to the interior. No money was in the safe and had they succeeded they would have found no booty. The night watchman was unaware of their presence and the attempt was not discovered until the bookkeeper went to get his books.

MONTANA.

Acton, Mont.—The elevator of the Occident Elevator Co. has been completed and is receiving grain.

Medicine Lake, Mont.—The contract for the elevator of the Farmers Elevator Co. has been let to the Grain Elevator Constr. Co.

Musselshell, Mont.—No elevator has been erected here and nothing will be done until next year.—O. M. Fredell, Farmers Elevator Co.

Poplar, Mont.—W. J. Lindgren and John Larson have formed a partnership and will engage in the grain, hardware and banking business.

Laurel, Mont.—The Occident Elevator Co. is building a 40,000-bu. elevator to replace the one burned down recently. L. O. Hickok & Son are doing the work.

Miles City, Mont.—D. L. Lytle has been awarded the government contract for a large quantity of oats for the Philippines and will buy most of them in the Gallatin Valley.

Bozeman, Mont.—I have taken over the entire interests of the Benepe-Burglund Grain Co., including the elevators at this station, Belgrade and Marshall.—F. N. Benepe.

Antelope, Mont.—The Williston Mfg. Co. of Williston, N. D., has let contract to the Grain Elevator Constr. Co., for an elevator, cleaning house and feed and seed store at this station.

Townsend, Mont.—The 48,000-bu. elevator of W. A. Finch has been completed and is receiving grain. It is equipped with up-to-date machinery, including an attrition mill for feed grinding.

Harlowton, Mont.—The Montana Mill Co. of Lewistown has just completed its new fireproof elevator and concrete tanks in connection; capacity, 200,000 bus. L. O. Hickok & Son had the contract.

Plevna, Mont.—James Kelly, elevator mgr., was found Dec. 5, entangled in the fly wheel of the engine in the power house. He was alone at the time of the accident, but it is that that he placed his foot against a spoke of the wheel to give it a start and slipped, the wheel catching him and whirling him around for about 20 minutes before he was found and extricated. Practically every bone in his body was broken and he died soon after being released.

NEBRASKA.

Omaha, Neb.—Edward Updike has returned from a visit to New Jersey.

Omaha, Neb.—The Alfalfa Mfg. Co. has bot a Hall Signaling Grain Distributor.

Franklin, Neb.—C. W. Hevner of Bird City, Kan., has bot the elevator of S. E. Pecht.

Stromsburg, Neb.—The T. B. Hord Grain Co. has purchased 2 Hall Signaling Grain Distributors.

Lexington, Neb.—The elevator of A. I. Woodsum, on Nov. 22, was slightly damaged by fire.

Danbury, Neb.—The Beaver Valley Grain Co. has gone out of business.—O. C. Thomes, former mgr.

Arapahoe, Neb.—The elevator of the Hynes Grain Co. has been opened. John Tripe is agt.—Farmers Grain Ass'n.

North Bend, Neb.—Chas. Haverfield, mgr. of the North Bend Grain Co., has resigned and will leave the company the first of the year.

Creighton, Neb.—I am out of the grain business at present, after 28 years at this place. R. Blackman has succeeded me as agt. for Seth Jones.—W. Anders, Chicago Heights, Ill.

Kearney, Neb.—The stockholders of the Farmers Elevator Co. held a meeting Dec. 7, and decided to disband the company by a vote of 3 to 1, and to lease the elevator for the balance of the season. E. D. Gould is mentioned as a possible lessee.

NEW ENGLAND.

Lee, Mass.—E. W. Brayman has bot the hay and grain business of W. O. Gilbert.

Boston, Mass.—Phelps Bros. incorporated to deal in grain and hay; capital stock \$25,000; incorporators, R. Litchfield, pres.; Chas. H. Dow and P. H. Simons.

Salisbury, Vt.—F. C. Dyer Co., incorporated to deal in grain, hay, etc.; capital stock \$20,000; incorporators, Frank C. Jessie E. and Wm. H. Dyer and J. E. Weeks.

Foxboro, Mass.—The Mansfield Coal & Grain Co. of Mansfield, has bot the grain business of C. W. Upham, and will operate under the name of the Foxboro Grain Co.

Cambridge, Mass.—Many cars of grain were burned in a fire which destroyed between 40 and 50 cars in the Hills Crossing freight yards of the Fitchburg Division of the B. & M. R. R., the loss amounting to \$150,000.

Taunton, Mass.—Stanley Wood Grain Co. incorporated; capital stock \$10,000; incorporators, Chas. R. Borden, H. Stanley Wood, Wm. A. Walker and Geo. H. Schefer.

Boston, Mass.—The recently elected com'te of the Grain Board of the Chamber of Commerce has elected Walter E. Smith chairman and Harry J. Wood vice chairman and appointed a com'te to revise the rules for the sale of grain, hay and flour, the com'te to report Jan. 10. The executive com'te was composed of Howard A. Crossman, Elmer E. Dawson, Clinton L. Eddy, Harry Hamilton, Albert L. Ireland, James T. Knowles, Wm. S. Leavitt, Frank J. Ludwig, Chas. A. Rache, Walter E. Smith, H. M. Thompson, and Harry J. Wood.

NEW JERSEY.

Newark, N. J.—Wm. B. Nichols of W. B. Nichols & Co. died recently at the age of 74.

Newark, N. J.—The Harrison Co., incorporated to deal in grain, grain products, etc.; capital stock, \$100,000; incorporators, J. A. Stevens, A. C. Harrison, Montclair, and J. H. Harrison of this city.

Burlington, N. J.—Thefts of grain from freight cars which have puzzled the police and caused considerable loss to local millers are believed to have been solved by the arrest on Nov. 29 of William Adamantis, who was caught carrying off grain from a car in the East Burlington freight yards, and the police officials who secured a search warrant say they found big quantities of grain stored in barrels at his home. Adamantis was held for the grand jury.

NEW YORK.

Rochester, N. Y.—S. Hutchison & Co. incorporated to deal in grain and provisions; capital stock, \$10,000.

New York, N. Y.—Paul O. Ryckman, cashier of the Produce Exchange since 1870, died recently at the age of 67. Mr. Ryckman has been connected with the exchange since 1866.

New York, N. Y.—The first cargo of oats to leave this port in about 15 years, was loaded Dec. 7 on the Steamer Bello-rado, which sailed for France with 402,000 bus. Otto Keusch and ourselves were the exporters.—B. F. Schwartz & Co., Inc.

Buffalo, N. Y.—The old elevator of the Frontier Elevator Co., which is being torn down by the Washburn-Crosby Co., which now own it, was recently damaged by fire. Adjoining milling and elevator property was threatened but rapid work saved all the buildings. Loss amounted to \$2,000.

New York, N. Y.—The inauguration of operations in Manitoba wheat, on the produce Exchange, Jan. 1, will establish an entirely new market with delivery of the Manitoba grades on contract, if the present plans are carried out, the grades to be identical with those delivered in the Canadian future market and the premiums and discounts for such grades to be the same as the Winnipeg market. After inspection by a New York inspector to guard against any deterioration in transit, the Canadian grain will be held "identity preserved," in store so that each lot will be identical with the original shipment from the province. At present after the grain has left Port Arthur or Fort William the forwarders and exporters sometimes have to assume heavy risks because any hedge is behind the grain.

Buffalo, N. Y.—A hearing for the purpose of inquiring into the scarcity of grain cars at this market which has been tying up the grain trade for the past few weeks was held before Public Service Commissioners Stevens and Olmstead, Dec. 12, and was attended by representatives from the grain dealers and the railroads. Chas. Kennedy, pres. of the Corn Exchange, said in behalf of the local grain men, that his company had orders in for cars since Nov. 26 and that some of his customers had been compelled to close their mills because they were unable to get grain shipped from the elevators here to Rochester, where the

mills are located. Geo. E. Peirce, representing an ass'n of three elvtr. companies, said the apparent scarcity of cars might be due to the switching service, as he knew of 20 cars loaded Dec. 10, which had not arrived by Dec. 14 and reported that it was not an uncommon occurrence to wait 48 hours for the movement of cars to Black Rock, and that they had scarcely expected to get them moved quicker of late. Chairman Stevens suggested that the Buffalo Creek Railroad, the agents of the five trunk lines handling grain, and the managers of the elvtrs., get together and form some sort of agreement to govern the handling of grain from the elvtrs. and to bring about conditions which will result in better service and less congestion of cars. He said it had been established that the service was not adequate; that local business was not cared for, and he declared that the local trade, such as that between this city and Rochester, should, and must, be taken care of in preference to the large order-lots, such as it had been stated had been given preference by the railroads. H. D. Waters, of the Export Elvtr. Co., said that the railroads were doing all that they could to move grain and suggested that the trouble was in the lack of facilities between the trunk lines and the Buffalo Creek R. R., at the interchange points. Two experts in transportation from Albany will go over the situation.

NORTH DAKOTA.

Minto, N. D.—J. A. Wirkus will open his elvtr. in a few days.

Bismarck, N. D.—The contract for the elvtr. of the Farmers Elvtr. Co. has been let to the Grain Elvtr. Costr. Co.

Cummings, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Minneapolis & Northern Elvtr. Co. and will remodel it.

Deisem, N. D.—The Dakota Grain Co. has bot the elvtr. of the Occident Elvtr. Co.—Leo Lundgren, agt. Thorpe Elvtr. Co.

Crystal, N. D.—Geo. E. Springsted, mgr. of a small line of elvtrs., is contemplating going to the northwest in search of a larger field.

Barlow, N. D.—L. R. Whiting, former mgr. for the Powers Elvtr. Co. at Bismarck, will be mgr. for the same company at this station.

Wellsburg sta., Harvey p. o., N. D.—Billigmeier & Heil of Harvey are building a 30,000-bu. elvtr. here. L. O. Hickok & Son have the contract.

Argusville, N. D.—W. B. Hancock has been elected pres. of the recently organized Farmers Elvtr. Co. and E. Booker, sec'y. O. S. Sonderman is mgr.

Edgely, N. D.—The Dakota Grain Co. has let the contract for its 30,000-bu. elvtrs. at Nortonville, Millerton and Sidney to L. O. Hickok & Son.

Wellsburg sta., Harvey p. o., N. D.—Victoria Elvtr. Co. has just completed its new elvtr. and is now operating same. L. O. Hickok & Son had the contract.

Conway, N. D.—The Lisek Grain Co. has succeeded the Minneapolis & Northern Elvtr. Co. and the elvtr. of the Northland Elvtr. Co. has been moved away.—Atlantic Elvtr. Co.

Harvey, N. D.—Jacob Fisher, formerly in the grain business at this station, was killed Dec. 10, while crawling under moving cars. He is survived by his widow and five children.

Chama sta., Beach p. o., N. D.—We have rebuilt our elvtr. burned Sept. 2 and have installed a double leg, manlift, No. 66 Foston Cleaner and a drum and cable for putting in engine loads. Have handled 120,000 bus. to date.—W. W. Whipple, agt. Farmers Elvtr. Co.

Perth, N. D.—Geo. W. Taylor, formerly in the grain business at this station, is being held in Minneapolis, charged with having passed forged checks there and in Grand Forks. He is alleged to have cashed a forged check for \$25 at Main & Haglund's in Minneapolis and one for \$70 at the hotel in Grand Forks.

Mylo, N. D.—I am going out of the grain business for a while.—V. J. Severeid, mgr. Farmers Elvtr. Co.

Elgin, N. D.—Arthur Bolke, who has been sleeping at the elvtr. of the Farmers Elvtr. Co., went to the engine room about 10 p. m., Dec. 11, and retired. The engine was running at the time, cars being loaded, and when the mgr. returned to the room some time later he found Bolke unconscious from the fumes from the gas engine. He was resuscitated with difficulty, but his life was saved.

Hastings, N. D.—Nels J. Linge, mgr. for the Dodge Elvtr. Co., was found dead Dec. 13 at the bottom of an oat bin in the elvtr. Passersby noticed that the gas engine of the elvtr. was running and the doors were open about 8:30 p. m., but could not find Mr. Linge. Investigation resulted in the finding of a shovel in the oat bin and after an hour's shoveling the body was uncovered in an upright position.

The following amendment to the state constitution was recently approved by the voters of North Dakota: The legislative assembly is hereby authorized and empowered to provide by law for the erection, purchasing or leasing and operation of one or more terminal grain elvtrs. in the states of Minnesota and Wisconsin, or both, to be maintained and operated in such a manner as the legislative assembly shall prescribe, and provide for the inspection, weighing and grading of all grain received in such elvtr. or elvtrs.

OHIO.

Shelby, O.—J. C. Morris has bot the elvtr. and coal yards of R. C. Winbigler.

Columbus, O.—The Ohio Shippers Ass'n recently held a meeting at the Chittenden Hotel in this city.

Louisville, O.—Miller & Sons of Sharpsville, Pa., have bot the Louisville Mill and Elvtr. from O. Brumbaugh.

Gibsonburg, O.—The Gibsonburg Coal & Ice Co. will engage in the grain business but will not build an elvtr. at present.

Cincinnati, O.—Applications for membership in the Chamber of Commerce have been made by 25 members of the Receivers & Shippers Ass'n.

Circleville, O.—The Heffner Mfg. Co. has built a 28½x33 ft. drier, 92 ft. high, 80 ft. being above ground. The cost of the improvements will reach \$10,000.

Arlington, O.—J. A. Taylor of Findlay recently bot a half interest in the North End Elvtr. for \$800, two lots adjoining the elvtr. site being included in the sale and the property being sold at auction.

North Fairfield, O.—The electric road has not put in a Y yet and there is not much encouragement toward building an elvtr. at present. We have the site, but will not build until the Y is in, which we hope will be in the spring.—G. D. Silliman.

Washington C. H., O.—The Fayette Grain Co. will build another drier, boiler house and boiler room, increasing the capacity of the plant to 500 bus. per hour. The addition is 40x60 ft., part of it 85 ft. high, the rest 65 ft., and is to be completed May 1.

Cincinnati, O.—B. W. Gale, Paul Van Leunen and Edward Terrill have been named as members of the nominating com'te of the Chamber of Commerce, to select the nominees for the regular ticket for officers of the exchange at the annual election Jan. 12.

Jackson Center, O.—The mill and elvtr. of Kirby Threlkeld burned Dec. 16, loss partially covered by insurance. The fire consumed 25,000 bus. of grain and totally destroyed the plant. It is believed to have started in the cob house. Mr. Threlkeld is undecided as to rebuilding.—J. C. C.

TOLEDO LETTER.

The membership of the late John C. Keller has been posted for transfer to John C. Husted, who has also been associated with C. A. King & Co. for many years.

The estate of the late Sheldon C. Reynolds is valued at \$750,000, and his son, Frederick J., has been appointed administrator.

Sec'y Marble of the Interstate Commission, has notified the 45 railroads against which the Produce Exchange recently filed a formal complaint thru its Washington counsel, Jean Paul Miller, alleging discrimination against Toledo as a grain market, to satisfy the complaint or to file an answer within the next 30 days.

Receipts of grain at Toledo during November included 940,000 bus. of wheat, 301,100 of corn, 274,500 of oats, 1,000 of rye and no barley; compared with 358,000 bus. of wheat, 321,900 of corn, 102,000 of oats, 2,000 of rye and no barley received during November, 1911. Shipments for the month included 171,300 bus. of wheat, 82,200 of corn, 431,500 of oats, 15,500 of rye and no barley; compared with 169,400 bus. of wheat, 103,900 of corn, 203,700 of oats, 1,200 of rye and no barley shipped during November, 1911.

OKLAHOMA.

Lawton, Okla.—Guy Mitchell is now mgr. of the Lawton Mill & Elvtr. Co.

Cherokee, Okla.—I am going to California, to be gone for some time.—J. F. Hunzinger, prop. of the Daley Elvtr.

Cherokee, Okla.—M. R. Mansfield has bot an elvtr. here and will operate under the name of the Hanna-Mansfield Grain Co., with headquarters at Lambert.

Stratford, Okla.—W. L. Hurcheson has filed complaint with the Corporation Commission alleging that the Oklahoma Central Ry. Co. has failed to furnish sufficient cars for the handling of shelled corn.

Lambert, Okla.—We have succeeded the Cox & Hanna Grain Co. and operate a line of elvtrs. on the R. I. & O. R. R., with headquarters at this point, under the name of Hanna-Mansfield Grain Co.—C. E. Mott, mgr.

Oklahoma City, Okla.—W. H. Howard of Wheatland, J. C. Walls of Norman and O. Haines of this city are charged with conducting a fraudulent wholesale flour and feed business. They are alleged to have bot on credit and sold for cash, failing to pay for the goods and obtaining about \$10,000 from shippers in Missouri, Oklahoma and Kansas.

Oklahoma City, Okla.—The question has arisen as to whether it will be necessary to employ an attorney to collect the refund under the compromise between our Corporation Commission and the railroads. The amount of this refund only will be paid either to shippers or their representatives at such a time as the Commission can dispose of the large amount of work necessary in preparation, and we are advised directly by the Commission that no individual can hasten the payment of such moneys, nor increase the amount. The new commission rate will become effective Dec. 30, 1912.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Oklahoma City, Okla.—Gov. Cruce has issued a proclamation setting aside the week of Dec. 30 for the burning of weeds and grass along all the fence rows, fields, yards, etc., in the state, for the extermination of the chinch bug. Burning of this kind would kill 90 out of every 100 bugs. A copy of the Governor's proclamation has been sent to every grain dealer and miller in the state by C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, urging each to start a local com'te for each town to get into touch with road superintendents, school boards and farmers, to organize the latter to gather at the schoolhouse on a certain day and carry out the Governor's proclamation. Gov. Cruce calls on all farmers and those living in towns and cities to co-operate in the burning. H. M. Cottrell, agricultural commissioner of the Rock Island, adds that the schools and places of business should be closed on some dry day during the week so that all can burn the trash in the towns and then go out and help the farmers.

Granite, Okla.—The plant of the Granite Grain Co. is shut down and the office closed.—Mangun Mlg. Co.

OREGON.

Ontario, Ore.—We are going to build a grain warehouse at this station. Our firm is a branch of the Interior Warehouse & Grain Co. of Vale.—The Ontario Commission Co.

PENNSYLVANIA.

PHILADELPHIA LETTER.

George Egolf & Co., grain dealers, have had their elvtr. completely overhauled, and are now able to handle a much larger quantity of grain.—C.

The market at times the past month has been the least bit dull, but this was owing to the car shortage and blocks on the western railroads.—C.

Applications for membership in the Commercial Exchange have been made by A. D. Willits, D. J. Murphy, Jr., N. J. Radnor and Flint Giering & Co., Ltd.

The 250 outstanding shares of stock in the firm of E. L. Rogers & Co. sold at executor's sale Dec. 4, were bot by S. Abbott Willits. The business was established in 1863 and will be continued under the old name.

A. B. Porter & Co., operating under the name of the Philadelphia Grain, Flour & Feed Co., was recently suspended from grain floor privileges on the exchange after 15 days' notice, for failure to meet its obligations after complaint had been made.

Samuel McKnight, one of the oldest members of the Commercial Exchange and a former pres. of the body, was kept exceedingly busy on Dec. 16 accepting the many congratulations that were extended to him by his associates on account that it was his sixty-first birthday.—C.

Practical evidence of the growing export trade of this port was given a few days ago in an announcement by the American Line that two additional steamships will be temporarily put on the Philadelphia-Liverpool service early next year, to take care of the trans-Atlantic cargoes which have recently been booked.—C.

Exports of grain from the port of Philadelphia during the past month have been the heaviest in the history of the Commercial Exchange. Over 100,000 bus. of flaxseed was exported during the month; in addition over 3,000,000 bus. of wheat and 250,000 bus. of oats were shipped to foreign countries. A considerable quantity of barley was also exported. This is the first time that flaxseed was sold for export from this market for three or more years.—C.

Much to the regret of every member of the Commercial Exchange of Philadelphia, and especially among the younger members, there will be no celebration to honor the passing of the old year of 1912 and the entering of the year 1913. It has been an annual custom on the floor for the past ten years to hold a celebration, in which a brass band, and the best of professional vaudeville artists took part, with the help of the members who were inclined to pull off a few stunts themselves. At this function, members brought their friends, and every business care was forgotten, and everyone turned in for a general good time. A few years ago, what was commonly known as a sample battle was started, and those participating used as weapons samples of flour and grain, and in the battle that ensued the Commercial Exchange took on the aspect of a flour bin. Some of the older members took offense at this kind of sport, although some of them joined in with the sport, and when the question was brought up this year as to whether a celebration should be held, it was referred to a committee on floors and fixtures. This com'tee after much deliberation finally decided that the celebration was not in order, and so they put a ban on it.—C.

About the middle of the month, owing to the cold wave that settled over the country, the movement of corn came on with a rush, and it is expected that the shipments of this product will far surpass those of previous years. The cold weather made ideal shipping conditions, and grain men were more than pleased with the quality of the grain when it reached Philadelphia, and no time was lost in getting it on board ship and dispatched to foreign countries.—C.

Seats on the Commercial Exchange are selling at an exceedingly low price and a com'tee has been appointed to look into the sale of seats and see if they cannot be put on a basis where they will bring a higher price, or place them at a fixed price. William Richardson is at the head of the com'tee and they will try to place the seats at a minimum price of \$250 on all future sales, the Exchange to reserve the right to buy in at that price. The last seats to sell brought the small sum of \$120.—C.

PITTSBURG LETTER.

D. V. Heck of Hardman & Heck has bot a site and will build a home to cost \$10,000.

The Grain & Hay Exchange has set aside a large room for the exclusive use of the new traffic dept.

Mrs. Anna Porter McHenry, mother of Ren Martin, a well known member of the Grain Exchange, died Dec. 4.

Members of the Grain & Hay Exchange have been granted the privilege of having grain re-inspected at elvtrs. after being transferred, for 30c per car, when request is made in the regular way thru the supt. of the exchange.

Henry Schnelbach, who has been actively engaged in the grain, feed and hay business since 1865 in this city, died Dec. 13, having suffered a stroke of paralysis about four months ago from which he failed to recover. He was 82 and was the oldest living member of the Grain & Flour Exchange, being one of the organizers. He is survived by one son and seven daughters.

The directors of the Grain & Hay Exchange have decided that corn and oats containing more dirt than is allowed in the regular grades, but clean and otherwise in good condition, shall be graded "sample grade," eliminating the term "no established grade." "Sample" will also include clean new corn containing an excess of moisture as specified in other grades and the certificates issued for this grade will give the reason for so grading. Another change in the rules is in reference to No. 3 yellow shelled corn, which may now contain 19% moisture instead of 18% as heretofore.

SOUTH DAKOTA.

Harrold, S. D.—Frank Pettyjohn has bot the elvtr. of Henry Hoff.

Bemis, S. D.—The new elvtr. of E. A. Brown is rapidly nearing completion.

Ethan, S. D.—I am now mgr. for T. M. Stewart at this station.—J. K. Stewart.

Bryant, S. D.—The elvtr. of W. I. Thompson was recently slightly damaged by fire.

Hitchcock, S. D.—John Hengiefelt is now mgr. for the Farmers Elvtr. Co.—E. E. Monroe, agt. Atlas Elvtr. Co.

Beresford, S. D.—We have bot the elvtr. of F. M. Slagle, of which F. J. Murphy was agt.—Lawless & Lawless.

Norden (R. R. name Lake Norden), S. D.—J. M. Stoddard has bot the elvtr. of the Jones Bros. Grain Co.—E. O. Eddy.

Elk Point, S. D.—The McCaull Webster Elvtr. Co. has installed a sheller and built an addition to its elvtr.—C. E. Fitz Simons.

James, S. D.—New agts. are E. H. Lehman for Potter, Garrick & Potter and myself for the Empire Elvtr. Co.—L. A. Mason.

Fairview, S. D.—We will install new chain drag and sprocket wheels and will make ordinary repairs on our elvtr.—W. P. Manning, mgr. Farmers Grain Co.

Sioux Falls, S. D.—The name of W. Z. Sharp, who operates a 20,000-bu. elvtr. on the Ill. Cent. at this station, should be added to the list of South Dakota Grain Elvtr. Operators.

Mission Hill, S. D.—C. Fredericks is out of the grain business here, having sold his house to the A. A. Truax Grain Co. A. J. Cole is mgr. The Farmers Elvtr. Co. has installed a Hess Moisture Tester.

Junius, S. D.—Richard Eisele is now mgr. for W. Z. Sharp at this station, and Frank McGowan is mgr. of Midway Farmers Elvtr. Co., succeeding E. D. Pearce.—Albert Paulson, agt. D. McKinnon Elvtr. Co.

Frederick, S. D.—We own the former elvtr. of the Crown Elvtr. Co. and do not lease it, as stated in the recent list of South Dakota Grain Elvtr. Operators.—Dakota Grain Co., Edgeley.

Canova, S. D.—The elvtr. of the Independent Grain Co., together with the coal sheds and corn crib, burned Dec. 4. Three cars of coal and 5,000 bus. of grain were also burned; insurance on building \$5,000, on grain, \$3,000.

Sioux Falls, S. D.—John L. Johnson is defendant in a suit brot by the Tri-State Grain Co. to recover losses in transactions in grain futures. Johnson alleges that his contract with the grain company was void because his trade was closed out at a loss when if held for a short time he would have gained on other deals and met his obligations. He also contends that his contract with the company was a gambling agreement and therefore illegal.

SOUTHEAST.

Columbus, Ga.—The Hill Crest Anti-Pellagra Corn Products Co. incorporated; capital stock \$25,000.

Spartanburg, S. C.—The Southern Grain & Provision Co. incorporated; capital stock \$8,000; incorporators, Thos. L. Goff, pres. and treas.; J. Thos. Wright, vice-pres. and sec'y.

Jacksonville, Fla.—F. M. Dowling & Co. incorporated to do a wholesale grain, hay and grocery business; capital stock \$100,000; incorporators, F. M. Dowling, C. D. Moore and Wm. H. Dowling.

TENNESSEE.

Camden, Tenn.—Dr. B. B. Barnett & Sons have opened a wholesale grain and flour business here.

Unionville, Tenn.—The Unionville Mlg. & Elvtr. Co. has been organized to take over the plant at this station.

Clarksville, Tenn.—The L. & N. Ry. Co. has been granted the right to establish milling in transit arrangements at this point, on grain transported from or thru Evansville, Ind., or Henderson, Ky., when the milled product is to be shipped to Mississippi valley territory, and to apply the same rates from the two points mentioned to this city and thence to final destination as are concurrently in effect in connection with the milling in transit of grain at Nashville, the order being granted by the Interstate Commerce Commission.

Nashville, Tenn.—The appeal to the supreme court of J. H. Weaver and the National Surety Co., in the case brot against them by the Kendrick-Roan Grain & Elvtr. Co. and the Fourth National Bank, has been granted. The plaintiffs allege that Weaver, as warehouse superintendent, had issued fraudulent warehouse receipts on the credit of which the Fourth National Bank had loaned \$40,000 to the grain company. The National Surety Co. was the bonding company for the defendant. On the 7th of November Chancellor Allison decreed against the defendant for the \$40,000. The bill was first filed in 1903.

TEXAS.

Canyon, Tex.—The Canyon Coal & Elvtr. Co. has been dissolved.

Albany, Tex.—The Pioneer Mill & Elvtr. Co. has been dissolved.

Asherton, Tex.—L. Dillon has engaged in the grain, hay and feed business.

Childress, Tex.—Jno. R. Scott has succeeded me in the grain business here.—G. P. Albright.

Fort Worth, Tex.—J. B. Pool has been admitted to membership in the Grain & Cotton Exchange.

Hillsboro, Tex.—The elvtr. of the Hillsboro Mill & Elvtr. Co., containing a small amount of grain, burned at midnight, Dec. 16; loss \$12,000; insurance \$1,500. The fire had gained great headway before discovered and the building is a total wreck. MIL.

Temple, Tex.—A. B. Crouch has bot the interests of his partner, I. A. Mabry, in the Crouch-Mabry Grain Co. and will operate under the name of the A. B. Crouch Grain Co. Mr. Mabry will be connected with E. R. & D. C. Kolp at Fort Worth.

Fort Worth, Tex.—Manuel Stanley, an employe of the city, was given a judgment of \$5,500 against the Burrus Mill & Elvtr. Co. for injuries received when he was caught between 2 cars belonging to the grain company and crushed. The accident happened Aug. 23, 1911.

San Antonio, Tex.—The 115x50 ft. warehouse of the J. E. Mugge & Co., containing 25 carloads of hay, 800 sacks of cotton seed meal and a quantity of cotton seed, burned to the ground Dec. 6; loss from \$7,000 to \$11,000, fully covered by insurance. A delay of over five minutes in getting telephone connection after the fire was discovered allowed the blaze to get ahead of the firemen and doomed the building.

Fort Worth, Tex.—G. J. Gibbs, the well known sec'y of the Texas Grain Dealers Ass'n, recently suffered a stroke of paralysis and for a time was in a serious condition. He is able to sit up in an invalid chair, however, and hopes for his complete recovery are now entertained by his many friends and associates. During his illness, H. B. Dorsey, former pres. and sec'y of the ass'n, will look after the work in the sec'y's office.

WASHINGTON.

Wapato, Wash.—Carter-Shadbolt Co., Inc., grain dealers, has filed an amendment to its charter increasing its capital stock from \$25,000 to \$100,000.

Colfax, Wash.—The Whitman County Farmers Union has decided to build a line of bulk grain warehouses thru the county with a view of handling at least 1/3 of next year's crop in bulk, the plan being for each farmer to buy portable steel tanks for the harvesting of his grain. A large number of the 250 members present ordered the tanks at the meeting.

Winona, Wash.—Farmers in this vicinity are taking drastic measures to bring about bulk handling of grain. A stock company with a capital stock of \$50,000 is being formed to build an elvtr. and warehouse on a recently purchased site. L. N. Peck is pres. and W. D. Marsh sec'y and treas. of the company. The farmers claim that it is unfair for them to be compelled to sack all grain on the plea that the grain must be sacked for export when only a small part of the crop is exported, and they contend that the saving on the cost of bags will pay the expenses of the elvtr. and give them a credit of from 60 to 80c on an acre.

WISCONSIN.

La Crosse, Wis.—N. E. Wheaton is mgr. for E. G. Hadden & Co.

Forestville, Wis.—Ed. Allard of Dikesville has succeeded me as agt. for the Cargill Elvtr. Co.—H. C. Perry, Maplewood.

Green Bay, Wis.—The elvtr. of Emil Hauterbrook is nearing completion and will be in running order within the next 20 days.

Maplewood, Wis.—We have built a 15,000-bu. elvtr. at this station. The Cargill Elvtr. Co. has leased the Seyk Elvtr. for a year. John Poh, Jr., is mgr.—H. C. Perry, Froemming & Perry.

MILWAUKEE LETTER.

Movement of grain very heavy; pretty fair demand; prices gradually declining. Receipts show country is selling freely.—Franke Grain Co.

The new reinforced concrete elvtr. of the C. & N. W. Ry. Co. has been completed. Ten cylindrical bins, each with an inside diameter of 32 ft., and four interspace bins comprise the new plant, which is built on a concrete foundation and surmounted by a reinforced concrete gallery extending the full length of the storage house. A steel bridge and 2 concrete tunnels connect it with the working house. The walls of the bins are 8 ins. thick and 83 ft. 4 in. high, all bins being hopper bottomed. The Witherspoon-Englar Co. had the contract and the Jno. S. Metcalf Co. were the engineers.

The following amendments to the rules of the Chamber of Commerce were adopted Dec. 23. Sec. 1, Rule 11: Provided, further, that on contracts for the immediate, regular or future delivery of grain or flaxseed, made after January 1, 1913, warehouse receipts of licensed public elevators whose receipts are deliverable in fulfillment of such contracts under the rules of other regularly organized exchanges, and which prior to the making of the contract have been approved by the Board of Directors of this Chamber of Commerce, may be delivered in this market in fulfillment of contracts when the market whose receipts it is intended to deliver shall be specified at the time of making such contracts; and the contract grades provided by the rules of such regularly organized exchanges shall be the grades deliverable when warehouse receipts of warehouses which are regular under the rules of such regularly organized exchanges are delivered in fulfillment of future contracts. Provided, further, that any such approval of the Board of Directors may be revoked at any time, and such revocation shall not be effective until 10 days after the adoption thereof. (This amendment is intended to permit the delivery of Chicago warehouse receipts.) Sec. 4, Rule 11: On contracts for the purchase or sale of property for future delivery made between members of the Association deliverable at the convenience of the seller during a specified period, the property may be delivered on any business day during that period, up to and including the business day preceding the last business day of the period, and if not delivered before the business day preceding the last business day of the period, it shall be delivered on the business day preceding the last business day of the period. Sec. 5, same rule: In case of contracts maturing, or in case of property becoming deliverable under any of the foregoing sections of this rule, on Saturday, delivery shall be made at or before 12:15 p. m. of that day. It shall be the rule that when deliveries are made through the Milwaukee Chamber of Commerce Clearing Ass'n, the latter shall be permitted to make final deliveries until 2:30 p. m. on all days except Saturday, and on Saturday until 12:00 m., and when the last day of the delivery period falls on Saturday, it shall be permitted to make final deliveries until 12:30 p. m. on that day. Also amendments covering the election of the members of the arbitration board and board of appeals for two years, the weight of No. 2 rye per bus. and the following to Sec. 12 of Rule 11: All time contracts shall expire at midnight of the day of maturity of contract; but time until 9:00 o'clock a. m. of the second business day shall be allowed for the delivery of car numbers showing completion of contract before maturity, and the same must be accepted by buyer on contract up to this time. In case the seller defaults on a contract, the buyer may declare the contract cancelled; or may buy in the open market for account of the seller, a like quantity of property equal in quality to that contracted for, and in either case the seller shall reimburse the buyer for any proven loss sustained on account of failure to make shipments within contract time. If the buyer fail to notify the seller

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of his election of either of the foregoing settlements, the contract shall remain in force from day to day, and all shipments made to apply on contract before notice of such election shall be given by the buyer, shall be accepted by the buyer, but time up to 9:00 o'clock a. m. of the second business day after the giving of such notice shall be allowed for the delivery of car numbers showing shipment prior to time such notice was given in accordance with the rule governing expiration of contracts. In case of insolvency of either party to the contract, it shall be considered a default and the contract may be closed by purchase or sale on the open market of a like quantity of property equal in quality to that called for in the contract, without reference to the contract period, 24 hours' notice of such intention having been given.

ILLINOIS DEALERS MEET at Tuscola and Discuss Car Shortage.

The meeting of grain dealers around Tuscola, Ill., held in that city Dec. 17 was called primarily for the purpose of discussing the car situation and many interesting points were raised. The meeting was called to order by J. C. Roe, Pres. of the Local Ass'n, who asked for the discussion of the car proposition and the best remedy.

Mr. Powell: The simple fact that we are here is mighty good evidence of our interest in the object of our meeting. When grain men get together they discuss each other's traits and find that each one is not so bad as the other one thought him to be. In this Christmas season let us all get closer together to work for the most good to the largest number. Let us forget selfish motives. Let us try to remember that our good traits should outweigh our bad traits.

Mr. Roe: I am not prepared to speak on the subject of car supply as I had planned to do. I have had the matter looked into by two of the best and brightest attorneys in Central Illinois and they have told me that I am entitled to cars when I ask for them. However, I must make the demands for cars in a legal manner and in such a way as to make the Railroad Co. sit up and take notice. I told these attorneys that I owed about 35,000 bus. of corn for December shipment to Chicago, and that at the present rate of supplying cars I would not get my corn shipped by Fourth of July. They looked up the law and found that if I gave the Railroad Co. written notice of how many cars I wanted and for what shipment and appended thereto the further statement that I had the corn sold for a certain delivery and that I was ready to pay the required amount of freight, etc., and that if I did not get the cars I would hold it liable for all loss sustained by reason of the company not furnishing cars.

The agent was surprised, but he took my order and mailed the order to headquarters. The next morning I had 4 cars. A man is entitled to all the cars he can load. It is not my fault that the Railroad Co. has no cars. That is its business. The railroads are in the business of carrying freight. I am now using written orders for cars in every case. I use the Grain Dealers Journal form and will continue to use it unless someone has a better form. I have looked into this matter carefully and must say that unless you use written orders you need not expect cars.

Many dealers have trouble collecting their claims. I do not have much trouble

about that either. I weigh my grain carefully and have my man make sworn weight certificate as to the weights of each car and when my returns come in and they are short, I just file claim for my loss and by the way I get the money too. I use the Grain Dealers Journal claim blanks for that. If you are interested I wish you would look at these blanks that I have here.

John Erwin: That looks a good deal like what I use. I make this same kind of a claim out but paste a copy of the claim on my claim ledger.

Mr. Roe: I think it a good idea to make the agent endorse your order for cars. I asked mine to do it. He hesitated at first but he finally did it. I also got my train master to do the same thing. I believe I will get cars to fill my sale and if I do not the Railroad Co. will have to pay my loss.

Mr. Stanberry: I think any law compelling the Railroad Co. to furnish all the cars shippers want would be unjust. I think if a law were passed that there should not be any discrimination in the way of distributing cars, that would be alright, and that if there was any loss occasioned by reason of the fact that the Railroad Co. discriminated then there should be cause for a damage suit. The word "reasonable" should enter into all legislation. The C. & A. figures that if one man orders 10 cars and another one 5 cars for a certain number of days in succession that the one who orders the most cars is entitled to the most.

Mr. Roe: There is a case on record where the Railroad Co. settled for a claim for loss because they did not furnish cars and if they do not furnish me cars I will have the second case.

P. R. C. Parks: The C. & E. I. is finding out now how many cars each elevator can load in a day. Why are they doing that?

Mr. Stone: I think they are trying to get up an argument to show how impossible it would be to furnish all the cars wanted by the shippers.

Mr. Roe: Is a grain man with two elevators at a station entitled to the same number of cars as two grain men at another station with two elevators?

Mr. Stanberry: No! That would not be fair.

Mr. Roe: I think it is fair. I have as much money invested as the men at the other town and operate both houses and I am certain that I am entitled to as many cars as my nearest towns get for the same number of elevators. In fact I tried it and made it work so I know I am right. I made the railroad furnish me with cars for both houses. The R. R. and Warehouse Commission are also on my side.

Mr. Stone: The Railroad Cos. are always asking a lot of foolish questions and it appears to me as if they have a man stationed somewhere that is told to ask a lot of questions just to be asking. They ask these questions about ten times a year. This is especially true on the Big Four. I think there should be more uniformity in the car supply and in getting after the Railroad Co. If someone comes along with three or four wagon loads of household goods he will get the car that I want for corn. However, I presume household goods cannot legally be re-fused transportation and I will have to stand for losing the car.

Mr. Bush: Industries all over the country are wanting cars. The cooperage manufacturers want cars the worst way

and had a meeting to devise ways and means to get cars.

Mr. Foote: We just received one car for grain loading purposes yesterday, and that was the first car we received since the day before Thanksgiving.

Mr. Hitch, West Ridge: We do not need any cars. The farmers are not selling and our elevators are empty.

Tom Henson, Villa Grove: We are in the same position as West Ridge. Our farmers think that prices are going a good deal higher and will not sell.

Mr. Roe: Do the Railroads do all that is possible to get cars?

Ans:—A Chorus of Noes.

Mr. Stone: The I. C. got in bad when it had the strike. It got a lot of bad order cars on hand at that time that could not be repaired in the north and took them way down south to get them repaired. I believe some of them are down there yet. The repair shops in Mattoon are shut down a big share of the time, especially at the end of the month.

V. Morgan, Indianapolis: We have had no trouble in Indianapolis to speak of. The cars that bring the grain take it out again.

Mr. Hitch: If everybody had all the cars they wanted what would we do with our grain prices?

Mr. Roe: Why, if the grain went down the farmers would quit selling and there would not be any trouble at all. I believe in letting a man have all the cars he needs.

The meeting closed with an expression of good will for all present and the sentiment was generally expressed that the whole thing was up to the democrats. They are looking for something to do and here is their chance to get in good with the grain men.

Among those present were Tom Henson, Villa Grove; Henry Stanberry, Bloomington; J. B. Stone, Mattoon; Mr. Hitch, West Ridge; Mr. Foote, Champaign; John Erwin, Tuscola; James C. Roe, Hayes; R. C. Parks, Kirksville; C. McMasters, Tuscola; Van Morgan, Indianapolis; Frank Powell, Decatur, and James Bush, Tuscola.

THEODORE WATERMAN, Albany, N. Y., has sold his membership in the Chicago Board of Trade and retired from active speculation. Mr. Waterman has always been a heavy investor.

SHIPPING from south Russia increased sharply during the week ending Nov. 19, says the *Corn Trade News*, due to the difficulties which the Greek vessels experienced in clearing regularly and promptly. The Azoff will be closed to navigation shortly and there should be a substantial decrease in shipments.

Books Received

REPORT OF THE ACTING CHEMIST of United States, by R. E. Doolittle, has been issued in pamphlet form, covering the operation of the Bureau of Chemistry for the past year. Practically all investigations conducted by the Bureau are shown. The cattle, food and grain department inspected 1,233 samples during the fiscal year. U. S. Dept. of Agriculture, Washington, D. C.

RAMIE is a pamphlet describing the fibrous plant ramie, which is grown successfully in the far east. The plant propagates very freely, but the yield of the product is low. The product is known in this country as "China fibre." The importation of ramie from eastern countries is large, but it is questioned whether the yield, which is only four per cent of the green crop weight, would make it a valuable crop in the United States. Circular No. 103; 9 pages. Bureau of Plant Industry, Washington, D. C.

ARTEMAS R. HOPKINS.

Artemas R. Hopkins, Certified Public Accountant of Chicago, has for the past year and a half been engaged almost exclusively in auditing and accounting for the grain trade. During twenty-two years of practice as a public accountant he has had experience in this kind of work for firms and corporations in about sixty different lines of business. For several years he had offices in New York



Artemas R. Hopkins, Chicago.

and Chicago, but this year his work in the grain trade through the Chicago office occupied nearly his entire time and he has recently closed his New York office and proposes to direct his attention especially to auditing the accounts of grain companies.

"FIVE MILLION for Good Roads" is the slogan of the administration of Saskatchewan. Officials have been appointed to plan the road building of this section. The government proposes to spend, dollar for dollar, that each municipality will put into the movement.

AMERICAN BARLEY will be marketable in Germany within the next few months. Germany's import of barley is large, but the per cent from United States has been very small, as for nine months of 1912 only 3,151 metric tons was imported when the total import from other countries was something near two million.

BARLEY is a short crop in South Africa. The only marketable article is an ordinary feeding article, somewhat discolored, which brings high prices for that grain. The crop outlook in the western province, which covers practically the Cape Town country, is very promising with the exception of barley and that has been practically arranged for by the breweries, leaving a minimum amount for feeding.—Vice Consul General Wm. A. Haygood.

Patterson Is Given Judgment Against Buffalo Exchange.

The damage suit brought by Richard S. Patterson of Wilkes-Barre, Pa., against the Corn Exchange of Buffalo and more than 50 members of the Exchange, has resulted in a verdict for Patterson of \$2,000. The suit was tried in the United States District Court before Judge Hazel, who dismissed as defendants nearly 50 of the individuals named, the court holding that these parties having had no negotiations with Patterson could not be held as defendants. As the case was tried 10 defendants were made parties, one of which was the Corn Exchange.

Mr. Patterson claimed in his complaint damages to the amount of \$150,000, claiming this sum as the damage his business had suffered by reason of an alleged boycott or conspiracy entered into against him by the Corn Exchange and the members thereof. He made the statement that as a result thereof, he was unable to buy grain in the Buffalo market.

A rule of the Corn Exchange providing for arbitration of all differences between members and non-members, and that members of the Exchange required to do no business with non-members who have failed to make good in previous negotiations with members of the Exchange, was an important factor in the considering of the case.

It was shown after a deal with the Burns Grain Co. that according to the defense, Patterson failed to settle for corn ordered; this in the face of a decision in favor of the Burns Grain Co. by the Arbitration Com'te.

Patterson, under cross-examination, admitted that he had purchased cars of grain in Buffalo after the Burns deal.

The plaintiff contended that the rule of the Exchange, when put into operation, was nothing more or less than conspiracy. The defense argued that the rule is entirely within the law and that it could produce many rulings to show that a rule of that character is not regarded as unlawful. The contention of the defense regarding the rule was sustained by the court.

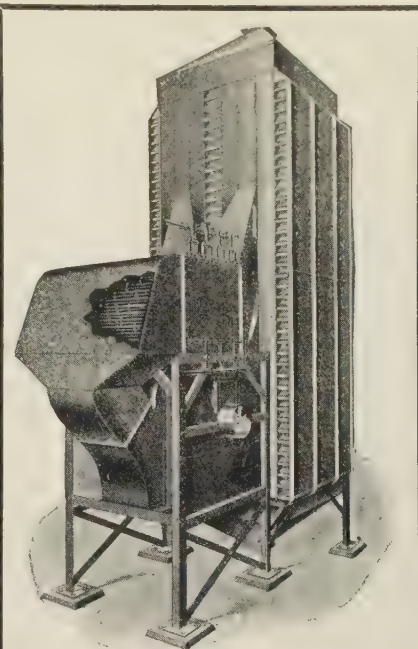
After the jury had announced its verdict, the attorney for the Corn Exchange asked that the verdict be set aside on the grounds that it was contrary to law and that, if allowed to stand, it would nullify rule No. 3 of the Corn Exchange. The plaintiff's attorney made a similar motion on the ground that the award was insufficient. Arguments will be heard on Jan. 7 on the motions.

Exports of Breadstuffs.

Exports of breadstuffs during the eleven months prior to Dec. 1, included 5,467,534 bus. barley, 27,015,308 bus. corn, 24,508,032 bus. oats, 371,564 bus. rye, 50,766,374 bus. wheat, and 9,485,468 bbls. wheat flour; compared with 3,330,912 bus. barley, 54,814,504 bus. corn, 1,937,671 bus. oats, 1,583 bus. rye, 28,608,395 bus. wheat, and 10,140,613 bbls. wheat flour, exported during the corresponding eleven months of 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

Wheat exports during November were 10,570,411 bus., against 2,286,240 bus. last year. The total value of breadstuffs exported during the eleven months was 129,543,704, compared with 111,480,456 in the corresponding months of 1911.

THE CHAMBER OF COMMERCE of United States will hold a meeting at Washington Jan. 21.



The Hess Ideal Drier and Cooler

No. 3. Price \$900.00 f. o. b. Chicago.
Capacity a-car-a-day.

Horsepower: for fan, 6 h. p. Steam for coils, 15 h. p. Shipment within 24 hours.

This is the size for country elevators, mills, etc. We have eight other sizes ranging up to the big kind for seaboard terminal export elevators.

Of all winters, this winter threatens the heaviest losses known, to grain men who lack the protection of a Hess Grain Drier.

The chaffy, damp corn, the huge crop of it, the open weather, and, particularly, the certain shortage of cars, all conspire against the handling and storage of grain, unprotected.

The Hess Drier insures you against loss. If your corn heats, blow it with cold air or dry it with warm air, both of which may be done with the Hess Drier. It will hold the condition of your grain as long as you own it and it will improve in quality instead of deteriorating. You can sleep nights without visions of mahogany.

Incidentally, there's work for the drier, and a good profit, in buying damp grain and raising the grade. The Hess Drier does it at a nominal expense.

Hess Driers dry any kind of grain or seed. In Michigan the bean growing section is full of them, drying beans. Better post up and get ready before you actually need the machine.

Free Booklet.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

Makers of Hess Improved, Brown-Duval Moisture Testers. See page 864

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Gr. R. & I. GFD 2352 allows for grain transfer or elevation at all Gr. R. & I. stations, beginning Dec. 26.

Mich. Cent. GFD 9268 makes charges for handling of grain at Mich. Cent. eltrs. at Detroit, Mich., effective Jan. 1.

C. & A. in 1570C quotes new rules governing milling, malting and transit privileges on grain, grain products and seed, effective Jan. 20.

Wabash quotes reshipping rates of 1½¢ on wheat and 1¼¢ on corn, oats, rye and barley from Kansas City to New Orleans, La., effective Jan. 2.

St. L. & S. F. 1559, quotes rates between Ark., Kan., and Mo. points, also Memphis, Tenn., and stations in Ill., Mo., Tenn., and La., effective Jan. 1.

St. L. & S. F. in 1557 quotes rates on grain and grain products between Ark., Kan., and Mo. points, and Kan., Ia., Mo., and Neb., effective Jan. 1.

Mo. Pac. in 1340-A quotes rate on grain and grain products between Mo., Ill. and Minn. points to Colo., Kan., Mo., Neb., and Okla., effective Jan. 1.

Mo. Pac. in 1258E quotes rates on grain and grain products, from Missouri river points to points in Mo., Ill., Tenn., Miss., Ala. and Fla., effective Jan. 1.

Can. Pac. S2764 quotes new rates on wheat, oats, barley and flaxseed from Can. Pac. points in Man., Sask. and Alta., to western U. S. points, effective Jan. 6.

C. M. & St. P. in GFD9300A quotes rates on grain and grain products from St. Paul, Minneapolis, Minnesota Transfer to Coster and So. Wilmington, Ill., beginning Jan. 12.

C. R. I. & P. 12349D quotes rates on grain and grain products from C. R. I. & P. stations and connections in Ia., Minn. and S. D. to Ark. and La. points effective Dec. 31.

Nor. Pac. 340B quotes rates on grain, flour and millfeed from stations in Mont. to Chicago, Peoria and Quincy, Ill., Milwaukee and Manitowoc, Wis., effective Dec. 30.

B. & O. in Sup. 2 to ICC12038 quotes rates on grain and grain products on Chicago division (Chicago Junction to Miller, Ind., inclusive), to C. F. A. points, effective Dec. 31.

C. B. & Q. in GFO1999K makes an allowance for transfer and elevator charges on grain at Omaha, Neb.; Council Bluffs, Ia.; St. Joseph and Kansas City, Mo., effective Jan. 1.

C. M. & St. P. in Sup. 114 to GFD2463D gives changes on grain and flour between Chicago, Duluth and Cloquet, Minn., and stations in Ia., Mo., Minn., N. and S. D., effective Jan. 1.

C. M. & St. P. in GFD6080F quotes rates on grain and grain products from Minn. points to Cairo, Ill., Cinn., Ohio, Louisville, Ky., New Orleans, La., and Mobile, Ala., effective Jan. 3.

Ohio Electric Ry. gives rate on grain from Defiance, Dornington, Gomer and Jones City, Kalida, Leon, Lima, Rice, Seitz and Southerton, O., to Toledo, O., of 4½¢, effective Dec. 31.

Grand Trunk CG70 quotes rates on grain and grain products from Buffalo, Black Rock and Suspension Bridge, N. Y., and their connecting lines to stations in U. S., beginning Jan. 1, 1913.

Wabash in A11931, names rates on grain, grain products from Mo., Kan., Ia. and Neb. points, to Cairo, Ill., Evansville, Ind., Key West, Fla., Memphis, Tenn., New Orleans, La., Mobile, Ala., Yazoo, Miss., rate points and other C. F. A. and southern points, beginning Jan. 2.

C. R. I. & P. 18361H quotes rates on grain and grain products, milled, mixed, stored, cleaned, bleached, sacked, shelled, dried or graded on stations east of Missouri River, effective Jan. 1.

Santa Fe will make effective Jan. 1 on alfalfa seed from Fowler and Rockyford, Colo., to Colorado Springs, Colo., 15¢; Trinidad, 17¢; from Granddada Koen and Grote, Colo., to Lamar, Colo., 5¢.

C. & N. W. in GFD 11100A, grain and products between stations in Ill., Wis., Mich., Ia., Minn., N. D., S. D., and stations in Neb., Wyo., and S. D. (west of Missouri river), effective Jan. 1.

Gt. Nor. GFO17845 changes rates on corn, oats, feed, from Sioux City, Ia., Yankton, S. D., and intermediate points, also stations in Neb. to Man., Minn., N. D., S. D. and Wis. points, Jan. 10, 1913.

C. C. C. & St. L. in 833H, quotes rates on grain and by-products from C. C. C. & St. L. points and connections to Buffalo, Pittsburgh, Wheeling, Parkersburg and Charleston, W. Va., effective Jan. 1.

A. T. & S. F. 6145A quotes rates on grain and grain products between Chicago, Ill., Pekin, Ill., and points on A. T. & S. F. taking same rates and stations in Mo. and Ia. on Wabash, effective Jan. 7.

Rock Island quotes rates on corn, rye, oats, barley and malt, from Council Bluffs, Ia., Omaha and South Omaha, Neb., to Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo., 5.5¢, effective Jan. 1.

Minn. & St. L. 1584B states rules for milling, cleaning, mixing and shelling in transit of grain from Minn. & St. L. stations to Mason City to Mus. N. & S. and Sou. Ia. Tract. stations, effective Jan. 1.

Maine Central, Sup. 2 to ICC1311 quotes charges and rules governing the drying, mixing, milling, sorting and storage of grain and grain products at Maine Central and Portland Terminal Stations, effective Jan. 1.

C. St. P. M. & O., in GFD1125C, quotes new rates and rules on milling, cleaning and storing of grain and seed in transit from all points between Fairchild and N. E. and C. St. P. M. & O., effective Jan. 1.

C. B. & Q. in Sup. 2 to GFO3662E quotes minimum weights on grain, grain products and seeds, effective Jan. 1. Gives rules and regulations regarding milling, shelling, cleaning, mixing, blending or storing in transit.

C. M. St. P., taking effective Jan. 4, quotes rate between Council Bluff, Ia., Omaha and South Omaha, Neb., and Loyallton, Milford, S. D., on flaxseed or millet seed 25¢, wheat 22.5¢, rye, oats, barley or corn 22.5¢.

Wabash quotes rates on wheat, 5.3¢, and corn, rye, oats and barley, 4.4¢, between College Springs, Clarinda, Dewhurst, Finley, Taggart, Bingham and Coin, Ia., taking effect in the state Dec. 17, and interstate Jan. 7.

C. M. & St. P. quotes rate on wheat, corn, rye, oats, barley and millstuffs to Peppard, Adventure and Greenland from Chicago 20¢, Milwaukee and Manitowoc, Wis., 18.5¢; from Racine and Racine Junction, Wis., 19.5¢, effective Jan. 8.

Frisco, effective Jan. 10, linseed meal and oil cake from Fredonia, Kan., to Elwood, Wathena, Blairs, Appleton, Troy Junction, Moray Stout, Ryans, Ratcliffe, Kan., 13¢; Price, Kan., 14¢; Oneida, 15¢; Seneca, Baileysville and Axtell, Kan., 16¢.

C. & O. 14234 gives rules and regulations governing the reconsigning of grain and grain products at Va. cities when destined to southern points cancel. Future privileges on track grain will be quoted in F. T. 14543 and F. T. 11544, effective Dec. 25.

C. & A. in 1644A quotes rates on grain from stations in Illinois to points on other roads. Peoria, Ill., and Pekin, Ill., to Cairo and Evansville, Ind., 5¢, when shipped for points south. Peoria and Pekin, Ill., to Cairo, Ill., and Evansville, Ind., 7¢.

B. & O. S. W. H2123E quotes rates on grain and grain products from all B. & O. S. W. points to Norfolk, Richmond, Va., and Hagerstown, Md., and to Lexington, Va., beginning Jan. 4, 1913.

Santa Fe in amendment 45 to Mo. 55881 cancels rates applying on grain, grain products, seeds and broom corn between points in Kansas, Colorado, Oklahoma and Superior, Neb., and Kansas City, St. Joseph and Missouri points, effective Jan. 10, 1913.

Wabash B50003 quotes on grain and grain products from Kansas City, Mo., Kansas City, Kan., Council Bluff, Ia., Omaha and So. Omaha, Neb., St. Joseph, Mo., and Elwood, Kan., to points in Ind., Ia., Ill., Wis., Mich., Minn. and Mo., effective Dec. 30.

Minn. & St. L. in 1650A covers wheat, corn, oats and rye, milled, cleaned, mixed or shelled in transit, from Minn. & St. L. stations in Ia., Minn. and S. D., to Chicago and Peoria, Ill., Milwaukee, Wis., and St. Louis, Mo., with other rate points, in force Jan. 1, 1913.

Mo. Pacific quotes rate on broom corn from Kansas City to Jefferson City, Mo., of 15¢. On grain and grain products, between Hoyleton, Hugely, Marcoe, Mt. Vernon, Nolting, Ill., and East St. Louis, Ill., and St. Louis, Mo., 7¢. Wheat from Murphysboro, Ill., to Cairo, Gale and Thebes, Ill., 6¢. These rates take effect Jan. 13, Dec. 8 and Dec. 7, respectively.

A. T. & S. F. in Amendment 45 to 55881, cancels rates in Kan., Colo. and Okla., also Superior, Neb., and Missouri River points and distance rates between stations in Okla., Kan., between Superior, Neb., and stations in Kan., and between Joplin, Mo., and points in Kan. For rates on wheat, corn and other articles taking same rates see Santa Fe System No. 5588J, Jan. 10.

C. & G. W. will make effective Jan. 5, on oil cake and oil meal from St. Paul, Minn., to Albert Lea, Minn., 9¢; Glenview, Minn., 9.3¢; Gordonsville, Minn., Northwood, Kensette, Mason City Junction, Cameron, Rockwell, Sheffield and Chapin, Ia., 9.5¢; corn, flour, alfalfa, feed and meal, brewers' grit meal, corn meal, elvtr. dust from St. Paul, Minn., and rate points to Abbott Crossing, Eldora, Gifford, Minerva Junction, Ia., 11¢; Albert Lea, Minn., 9¢; Gordonsville, Minn., 9.5¢.

P. C. C. & St. L. in Sup. 1 to I. C. C. P. 454 quotes rates on grain and grain products and by-products from Chicago to Boston, Mass., and Portland, Me., 19½¢; New York, N. Y., 17½¢; Philadelphia, Pa., 15½¢; Cumberland, Md., 14¢; Baltimore, Md., 14½¢; Elkins, W. Va., 14¢; Norfolk, Richmond (see note 14 of Tariff), 14½¢; Albany, N. Y., 17¢; Utica, N. Y., 15½¢; Syracuse, N. Y., 14½¢; Rochester, N. Y., Mount Morris, N. Y., and Emporium, Pa., 14½¢; Rockland, Me., 19½¢, and Stamstead, Quebec, 19½¢, effective Jan. 15.

Missouri Pacific quotes new rates, effective Jan. 1, between St. Louis, Mo., and Diston, Colo., wheat 29¢, corn 26¢, linseed meal 26¢, flaxseed 32¢, millet seed 32¢, hemp seed 25¢. From Eads and Fergus, Colo., to Belmont, Mo. (proper), Birds Point, Mo., Cairo, Ill. (proper) and Memphis, Tenn., wheat 35¢, corn 32¢, hempseed 42¢, flaxseed 40¢. On and after Dec. 30, wheat and flour from Salina, Kan., to Burlington, Ia., 13¢; Chanute, Kan., 12½¢; Emporia, Kan., 9¢; Hartford, Kan., 13¢; to Humboldt, Kan., to Winfield, Kan., 9¢; Arkansas City, Oxford, 10¢; Stafford, Kan., 13¢. From Benton, Ill., to De Soto, 4.9¢; Gale, 7.3¢; Herrin, 4.9¢; McClure, 7.1¢; Murphysboro, 5.1¢; Reynoldsville, 7.1¢; Ware, Wolf Lake, 6.6¢, and Zeigler, 4¢.

RUSSIA'S harvest is announced by the Central Statistical Com'te as: Winter wheat, 7,309,800 tons; spring wheat, 14,432,400; winter rye, 27,178,200; spring rye, 342,000; spelt, 127,800; barley, 11,104,200; buckwheat, 1,368,000; millet, 3,085,200; maize, 2,172,000; peas, 977,400; beans, 82,800; oats, 17,028,000, covering 73 provinces of Russia, reports U. S. Consul John H. Grout of Odessa.

Supply Trade

Indianapolis, Ind.:—The Inspection Dept. of the Indianapolis Board of Trade has recently installed 4-6 burner moisture testers furnished by the Seed Trade Reporting Bureau of Chicago.

Milwaukee, Wis.:—The reorganization committee of the Allis-Chalmers Co. has called a third assessment of \$3 on the common stock and \$6 on the preferred stock, payable Jan. 15th. The court has ordered that the foreclosure sale of the Allis-Chalmers properties take place Feb. 3d.

Peoria, Ill.:—O. P. Hiatt has filed suit against the Farmers Grain & Elevator Co., Armington, Ill., to secure payment for blue prints submitted by an associate of Hiatt for a contemplated elevator. The elevator company is said to desire to delay payment, as the house is not to be constructed until Spring.

Philadelphia, Pa.:—The December number of "The Otto Cycle" is attractively gotten up in holiday spirit, and contains much that will be of interest to the users of gasoline engines in the grain trade. Readers of the Journal will gladly be added to its mailing list on application to the Otto Gas Engine Works.

Wichita, Kas.:—In the suit brought by J. C. Christopher and A. C. Rynders of the P. H. Pelkey Construction Co. against Geo. Wetterhold, in Judge Sargent's division of the District Court, verdict was rendered in favor of the plaintiff. The case involved \$850 claimed by the Pelkey Construction Co. to be due on the contract for building an elevator at Valley Center last year.

Council Bluffs, Ia.:—The case of the Portable Elevator Co., an Illinois corporation, against the local firm of Bradley, Merriam & Smith, involved the profits on the sales of a number of portable grain elevators sold by the local concern for shipment after the expiration of its contract as general agent of the manufacturers. The district court has given judgment for \$800 profit on the orders sent in for later delivery, in favor of the general agents.

Indianapolis, Ind.:—The annual convention of the National Gas Engine Ass'n. Dec. 3-5th, tho not as well attended as had been anticipated, was more enthusiastic than any previous convention. Things of more than usual importance were the decision to hold but one convention per year, annually about Dec. 1st, and the employment of a permanent secretary on a salary, to devote his entire time to the work of the association. H. R. Brate, one of the early members, has been appointed secretary.

Indianapolis, Ind.:—Recent visitors to the Nordyke & Marmon Co. plant have noted the many evidences of prosperity, among them the newly completed and furnished office building and drafting rooms. The new building more than triples its office and drafting room space, made necessary by the increase in business. Plans are also maturing for largely increased shop facilities. Among the numerous orders and shipments recently made was a trainload of N. & M. Co. machinery for the new Medicine Hat mill of the Ogilvie Flour Mills, Ltd., one of the largest shipments of milling machinery made during the present year.

The goodwill of any magazine is an accumulation. The goodwill of the Grain Dealers Journal has been slowly built up by fifteen years of honest publishing. Time is almost as large an element as brains and integrity in the establishment of such a goodwill.

Indianapolis, Ind.:—The Nordyke & Marmon Co. representative of Virginia, Maryland and the Carolinas, E. G. Heathcote, is to have a year's vacation from active business life, and his work is to be taken up by J. B. Cooper, formerly representative in Kentucky and Tennessee.

The Hess Warming & Ventilating Co., is about to issue a new moisture tester booklet illustrating the Improved Hess, Brown-Duvel tester, and also showing the original machine for purposes of comparison. The company reports an unexpected volume of sales, greater than it was prepared for, but it has handled all business coming to it promptly and is shipping testers within twenty-four hours from receipt of the orders. To meet the demand for scales it has taken the entire product of the Torsion Balance Co., shipments by express being made every two or three days from the factory to avoid delays. Among orders for Moisture testers received since our last issue are the following:

Western Elevator Co., Galbraith, Ia.; Newburg Farmers Elevator Co., Newburg, Ia.; Farmers' Elevator Co., Fenton, Ia.; Geo. A. French, Storm Lake, Ia.; Geo. A. French, Cherokee, Ia.; Edmonds-Londergan Co., Steen, Minn.; A. A. Truax Grain Co., Mitchell, S. D.; Christian M. Good, Ida Grove, Ia.; Ed. Mann, Calumet, Ia.; Ed. Mann, Gaza, Ia.; Lone Rock Exchange Co., Lone Rock, Iowa; Metcalf & Cannon, Sutherland, Iowa; Wallace & Orr Co., Bay Port, Mich.; Elkton Elevator Co., Elkton, Mich.; Owendale Grain & Lumber Co., Owendale, Mich.; Pigeon Elevator Co., Pigeon, Michigan; Vestaburg Elevator Co., Vestaburg, Mich.; Tripoli Lumber Co., Tripoli, Iowa; Prairieburg Lumber Co., Prairieburg, Iowa; A. W. Savage Lumber Co., Ryan, Iowa, and Coggon, Iowa; Reinbeck Lumber Co., Reinbeck, Iowa; Edmonds-Londergan Co., Matlock, Iowa, and Edna, Iowa; Mazon Farmers Elevator Co., Mazon, Ill.; Renwick Farmers Exchange Co., Renwick, Iowa; National Elevator Co., Port Arthur, Ont., Canada; Hunter Distillery Co., Lair, Ky.; Paris Distilling Co., Paris, Ky.; A. Keller Distilling Co., Cynthiana, Ky.; Godden & McDonald, Burt, Iowa; Earling Grain Co., Earling, Iowa; Western Grain Co., Marcus, Iowa; Farmers Elevator Co., Larrabee, Iowa; F. H. Hancock, Danbury, Iowa; S. Crumbaugh, Le Roy, Ill.; Farmers Elevator Co., Oyens, Iowa; H. A. Carpenter, Edwardsburg, Mich.; The Wallace Co., Kinde, Mich., and Port Austin, Mich.; Ubyl Grain Co., Ubyl, Mich.; Henry W. Carr Co., Saginaw, Mich.; State University of Maine, Orono, Maine; A. Schantz, Mecosta, Mich.; Trans-Mississippi Grain Co., for its stations at Anthon, Ia., Pierson, Ia., Early, Ia., Sargents Bluff, Ia., Maurice, Ia., Oto, Ia., Castana, Ia., Harlem, Ia., Cushing, Ia., Smithland, Ia., Western Seed & Irrigation Co., Fremont, Nebr.; Fields & Hedges, Akron, Iowa; H. W. Pollack & Co., Adair, Iowa; Farmers Grain Co., Charlotte, Ill.; W. H. Cook, Delmar, Iowa; James Mohler Elevator Co., Strome, Alta., Canada; James Mohler Elevator Co., O'Haton, Alta., Canada; Wabash Elevator Co., Uniontown, Ky.; J. C. Dewey & Co., Annawan, Ill.

Merrie Christmas and a Happy New Year 1913

The coming year, 1913, brings with it many new experiences, thoughts, friends, and we hope prosperity and happiness to you.

If you are one of our many steady shippers—then you know our service.

If you have yet to learn of the personal conscientious and careful attention given consignments for utmost satisfaction, then we ask a chance to show you, and expect you to be one of our 1913 steady shippers.

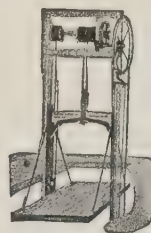
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Users consider our "New Era" Manlifts to be the best—always reliable. We make

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Write for prices when needing anything in our line

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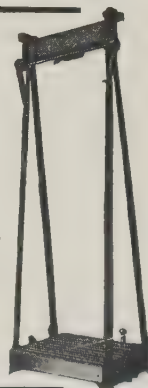
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GRAIN DEALERS JOURNAL

Supreme Court Decisions

Exemption of Crops of Bankrupt.—Under the statutes of exemption of Minnesota, crops and products grown on land which is a bankrupt's homestead are not exempt.—*In re Friedrich*. U. S. District Court, District of Minnesota. 199 Fed. 193.

Carrier Liable for Changing Routing.—A carrier changing without necessity the routing of a shipper is responsible for any loss which may occur, whether by act of God or any other cause.—*Galveston, H. & S. A. Ry. Co. v. Breaux*. Court of Civil Appeals of Texas. 150 S. W. 287.

Arbitration.—Parties who have submitted a controversy to arbitration cannot invoke the aid of the court to correct errors that might be expected to characterize the judgments of judges untrained in the law.—*Shawhan v. Baker*. Kansas City Court of Appeals, Missouri. 150 S. W. 1096.

Damages for Failure to Furnish Cars.—The fixing of delay charges by the Railroad Commission for failure of a carrier to furnish cars does not deprive the shipper of his right to damages under the common law.—*Yazoo & M. V. R. Co. v. Fisher Bros.* Supreme Court of Mississippi. 59 South. 877.

Crop Mortgage.—To constitute a valid chattel mortgage upon a crop, it must designate the land upon which the crop is to be cultivated, and a mortgage of crops on lands described and on any other land the mortgagor may cultivate is void as to the crops on the land other than that described.—*W. L. Hurley & Sons v. Ray*. Supreme Court of North Carolina. 76 S. E. 234.

Sale or Bailment for Jury.—In an action against a milling company for price of wheat which was destroyed by fire, where plaintiff claimed that the wheat had been sold to the defendant, and defendant claimed that it was holding the wheat merely as bailor, held that, under the evidence, the question should have been submitted to the jury.—*Webster Bros. Milling Co. v. Bingham*. Supreme Court of Arizona. 125 Pac. 709.

Purchase on Margin.—A broker, who buys stocks for a customer on a margin, is entitled to pledge the stock for the balance due on the purchase price, and his whole duty to his customer is either to have the stocks on hand or under his control, and there is a conversion only upon refusal of the customer's demand for his stock with a tender of the balance due thereon.—*Mayer v. Monzo*. Supreme Court of New York. 137 N. Y. Supp. 616.

Suit Against Foreign Corporation.—An agent of a foreign corporation employed to solicit buyers of its produce for a commission, with authority to quote prices and terms, and to make representations as to the quality of the produce sold, has authority implied by law to accept service of process as authorized by Code Civ. Proc. 1902, § 155.—*H. L. & L. F. McSwain v. Adams Grain & Provision Co.* Supreme Court of South Carolina. 76 S. E. 117.

Modification of Contract.—Where a contract for the purchase of malt contained no agreement that the malt might be used before being tested to ascertain whether it reached the contract standard, and there was no showing that the failure of the contract to contain this provision was caused by any mutual mistake of parties, but it was, on the contrary, shown to have been the fault of the president of the buyer, who drafted the instrument, such terms cannot be inserted on the ground of mistake, as the mistake must be mutual and free from negligence.—*Columbia Malt-ling Co. v. Glenmore Distilleries Co.* Court of Appeals of Kentucky. 150 S. W. 53.

Time for Transportation of Freight.—In determining what is a reasonable time for the transportation and delivery of freight, under a contract fixing no time for delivery, extraordinary conditions, notice of which was not given to the shipper at the time of shipment, cannot be taken to enlarge the time of delivery beyond the time allowed under usual or ordinary conditions.—*Texas & P. Ry. Co. v. Langbehn*. Court of Civil Appeals of Texas. 150 S. W. 1188.

Intent to Deliver on Future Contract.—Where plaintiffs sued for money paid out and commissions, and defendant pleaded that it was a gambling contract in cotton futures, proof of a letter, written by defendant, acknowledging receipt of a letter from plaintiffs, promising to send a remittance at the earliest possible moment, and asking indulgence, was not sufficient evidence to show that actual delivery was contemplated.—*Cobb Bros. & Co. v. Guthrie*. Supreme Court of North Carolina. 76 S. E. 81.

Contract to Supply Cars.—A contract by a common carrier to supply to a particular interstate shipper a specified number of cars on certain dates, to be used in such shipment, is not a violation of the act of Congress regulating interstate commerce (Act Feb. 4, 1887, c. 104, 24 Stat. 380 [U. S. Comp. St. 1901, p. 3155]), unless it appear that the contract, if performed, will in fact extend to that shipper an undue or unreasonable preference over other shippers.—*W. H. Ferrell & Co. v. Great Nor. Ry. Co.* Supreme Court of Minnesota. 138 N. W. 284.

Payment by Draft.—Where the seller of cane seed repudiated its contract on the ground that the purchaser was attempting to change the contract by requesting the seed to be free from Johnson grass, it cannot later justify its refusal on the ground that the purchaser made a payment by draft on New York, instead of in Dallas, exchange, as was provided in the contract; the exchange not being objected to and being undoubtedly substantially satisfactory.—*Howe Grain & Mercantile Co. v. Taylor*. Court of Civil Appeals of Texas. 147 S. W. 656.

Contract for Future Delivery.—An executory agreement for the sale of goods to be delivered at a future day is valid, tho at the time the seller has not the goods in his possession, has not contracted to purchase them, and has no expectation of acquiring them, otherwise than by producing, manufacturing, or purchasing them at some time before the day of delivery.—*Forsyth Mfg. Co. v. Castlen*, 112 Ga. 199. *Luke v. Livingston*, 9 Ga. App. 116. *McNamara v. Georgia Cotton Co.*, 10 Ga. App. 669.—*Luke v. Batts*. Court of Appeals of Georgia. 76 S. E. 165.

Carrier Liable for Wrongful Delivery.—Since delivery of goods to a carrier for transportation to a purchaser is in effect a delivery to the purchaser as consignee, it was error, in an action by the shipper for converting a shipment of cotton seed, to refuse an instruction that plaintiff's acceptance of the B/L constituted a delivery to the consignee, and that if the seed was delivered to defendant, a third person, plaintiff's cause of action was against the carrier and the consignee, if plaintiff had not received compensation for the seed from some other source.—*Roberts Cotton Oil Co. v. Grady*. Supreme Court of Arkansas. 150 S. W. 150.

Damage to Shipment.—The consignee under an ordinary B/L may not as a general rule reject the goods because the same have been wrongfully damaged in the course of shipment, but must receive the goods and hold the company for the injury done, being required, further, to do what good business prudence would dictate in the endeavor to minimize the loss; but, when the entire value of the goods has been destroyed and the injury amounts practically to a total loss, the consignee is justified in refusing them, and may sue for the entire amount.—*Wilkins v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 75 S. E. 1090.

Feedstuffs

We will have a surplus of Arkansas prairie hay and rice straw. The quality of our prairie hay will be fine this season.—*W. D. Moon & Co.*, Memphis, Tenn.

The Larowe Mfg. Co. has registered a triangular device circumscribing the word "Larro" as a trademark for a feedstuff for dairy cattle, under serial number 66,854.

Peoria received 5,480 tons of feed and shipped 9,218 tons during November; compared with 3,718 tons received and 5,900 tons shipped during November, 1911.—*John R. Lofgren*, sec'y Board of Trade.

The demand for feed for domestic market very good. Export business absolutely impossible on account of prohibitory high ocean rates.—*The Hottelet Co.*, per *M. Hottelet*, pres., Milwaukee, Wis.

The Chapman-Doake Co. has been incorporated to carry on a general business in grains, feed, etc., at Decatur, Ill. The capital stock is \$15,000, and the incorporators are *Robert W. Chapman*, *Robert C. Doake*, and *Grace Doake*.

The fact that the hay crop of this year was so large, and that the usual buyers of alfalfa meal will be able to provide their own hay, has caused the demand for alfalfa products to diminish and consequently the price to go very low with prospects of a still lower quotation.

Oat straw as a part of the ration for horses has been successfully used in experiments at Columbus, Ohio. By proper rationing upkeep has proven lower when the right care is given. The introduction of four pounds of oat straw into the same amount of timothy roughage gave a saving of \$11.15 per year per head. The market price of oat straw is one-half that of timothy hay.

Cattle are being fed products of alfalfa by the American Alfalfa Food Co., and Otto Weiss Alfalfa Stock Food Co., of Wichita, Kan., for the purpose of utilizing the output of their plants. Eastern buyers prefer the pea green material for feed and by that leave the brown product for home consumption. With balanced rations, they have reason to believe that the stock will be in fine shape for market.

Cattle and poultry foods entering into interstate commerce will be examined during the coming year, and extensive study will be made of range forage crops, necessitating a careful comparison of all published work done along that line. There will be, as in the past, much work done for other departments and bureaus of the Government, as well as for other laboratories of the Bureau of Chemistry, to aid in solving various chemical problems involving grains and cattle foods. Chemical methods of determining the deterioration due to molds, bacteria, etc., in cattle foods and improved methods of cattle-food analysis will be continued, and investigations of cattle-food manufacturing plants will be made with the idea of determining more definitely just what substances should be present in certain cattlefood materials which enter interstate commerce.—From the annual report of *R. E. Doolittle*, acting chemist Bureau of Chemistry, U. S. Dept. of Agriculture.

Oat hulls and corn cobs, when introduced into a feedstuff and labeled "corn, oats, and barley chop" are a violation of the pure food and drug acts, for it is not a pure food. Such was a recent decision given by Federal Judge John M. Killitts of Toledo, O., who fined the Imperial Grain and Mfg. Co., \$25 and costs on the charge of adulterating feed shipped to its customers.

"Feeding Dairy Cows" is a bulletin recently issued by the Ohio Agricultural Experiment Station, at Wooster, O., as Circular No. 128. Chapters are devoted to the composition of feeds, as shown by chemical analysis; the feeds which can and should be grown on the farm; the feeds which may be purchased and their relative value; the quality and condition of the feeds used and their physiological effect on the animal.

The Mammoth Milling Co. of Kansas City, Mo., has recently had a receiver appointed, due to the application of Chas. J. Wolaver, a stockholder and former manager of the company. This company owns a corn manufacturing plant and elevator in Rosedale, Kan. Mixed feed is the principal product. The company owns the Central Milling Co. of Muskogee, Okla. The receivership is due to strife among the stockholders.

Sugar beets and their by-products are entering largely into feedstuffs. The tops are fed with ordinary ensilage in ditches and the pulp from the wet process is used in both fermented and unfermented form. The dried material is composed of about 8% digestible protein and 70 or 80% of digestible carbohydrates. This dried pulp will be found very valuable in dairy feeding, lessening the amount of corn, bran and other concentrates in the ration. Detailed information on the beet sugar industry has just been published by the U. S. Dept. of Agriculture in the 73-page Bulletin No. 260.

The semi-annual meeting of the National Alfalfa Millers Ass'n was held at Wichita, Kan., Dec. 16 and 17. It was the general prediction that the alfalfa meal output for 1912 would be a very large one and that products milled would exceed \$20,000,000 in value. The car shortage was reported a serious handicap. Among those present were A. L. Newman, Arkansas City; F. M. Hubbard, Cedarvale, Kan.; W. P. Bunyan, Enterprise, Kan.; Bryan Haywood, Kansas City, Mo.; R. M. Wilcox, Superior, Neb.; A. M. Dicks, Cherokee, Okla.; W. W. Church, Clinton, Okla.; T. C. Cones, Lamont, Okla.

Exports of Feedstuffs.

Oil cake exported during the ten months prior to Nov. 1 included 61,438,042 lbs. corn oil cake, 862,335,417 lbs. of cottonseed oil cake, and 577,664,123 lbs. of linseed cake, compared with 67,109,067 lbs. corn oil cake, 625,270,945 lbs. of cottonseed oil cake, and 408,373,315 lbs. of linseed oil cake for the term of ten months ending Nov. 1, 1911.

Bran middlings and mill feed exported during the ten months prior to Nov. 1, 1912, amounted to 110,147 tons, compared with 87,108 tons during the corresponding ten months of 1911.

Exports of dried grain and malt sprouts during the ten months prior to Nov. 1 amounted to 63,617 tons, compared with 69,311 tons for the corresponding time during 1911. We exported rice, bran and polish to the amount of 10,399,422 lbs. during the ten months of

1912, compared with 5,859,674 lbs. for the corresponding term of 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

Patents Granted

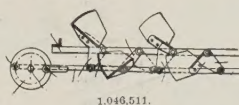
Conveyor. No. 1,046,511. (See cut.) Hugo Velten, Milan, Italy. A plurality of pivotally mounted buckets have automatically opening valves in their discharge ends, the swing of alternate buckets in opposite directions causing the delivery of material from one bucket to the next.

Corn-Bin. No. 1,045,963. (See cut.) Thomas Forstner, New Ulm, Minn. The corn bin consists of a storage building, comprising a frame and sheet metal sheathing plates therefor, provided with air openings. Outwardly projecting, downwardly inclined sphero-concave shields overlap the openings in spaced relation.

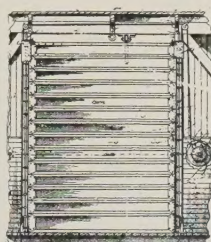
Metal Grain Bin. No. 1,046,456. (See cut.) Buckner F. Freeland, Middlebury, Ind. At top and bottom of the wall are rings of angle iron with the angles facing outward and their vertical legs within the wall. A sheet metal door is fitted into the door opening, which has casing strips at its sides and extending to the top and bottom rings, the door being hinged to one of the casing strips.

Grain Door. No. 1,047,131. (See cut.) Stewart A. Miner, Dauphin, Manitoba. The door comprises a plurality of superposed panels mounted for vertical movement in the door receiving opening on which are spaced guide rods, the panels being pulled up by teeth on a rack secured to the top of the car. A resilient guard rail is secured to the top of the car and normally disposed in a plane above the teeth on the racks.

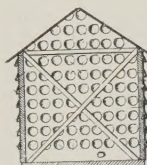
Automatic Scale. No. 1,046,885. (See cut.) Henry R. Standerfer, Dallas, Tex. The slight downward displacement of the receiver when filled actuates mechanism which opens the pair of doors in the bottom of the receiver and closes the door of the spout feeding the scale. Instead of the weight of descending material furnishing the energy to operate the scale, the power is taken from a belt-driven shaft geared to the doors and thrown into engagement at the precise moment by a friction clutch.



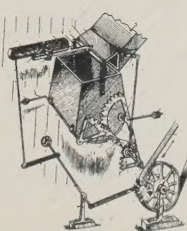
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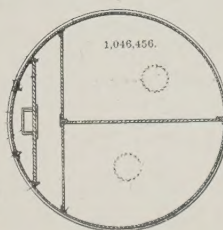
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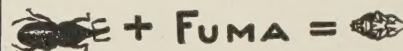
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CALENDARS RECEIVED.

Up to the present writing the calendar crop seems to be unusually short, but the samples received indicate unusual quality, so that those received by the members of the trade will surely be prized and cared for.

One of the most artistic productions ever received at this office bears a striking reproduction of a famous painting entitled "Vanity Fair." It is being sent out with the compliments of Southworth & Co., Toledo, O.

A very pleasing reproduction of an oil painting by Ferris, entitled "After the Hunt at Mt. Vernon," carries with it the compliments of Wm. Frank & Co., Frankfort, Ind.

The "Old Chief" framed in his favorite scarlet mat, arrives with the compliments of Scott & Woodrow, Columbus, O.

P. H. Pelkey Construction Co. of Wichita send us a calendar illumined with engravings of the 31 elevators which it built during the first six months of 1912.

From Lowell Hoit & Co., Chicago, comes a large wall calendar bearing many elevating messages from great men of all times.

The Red Cross Seal.

With the Yuletide comes a movement in which every grain handler should take an active part—the campaign against tuberculosis, conducted by the American Red Cross Society. One death in every ten is caused by tuberculosis.



Red Cross Seals are sold everywhere for one cent each, and a plentiful supply should be in the hands of every reader of the Grain Dealers Journal.

THE EUROPEAN political situation has cut little figure lately as a market factor, though there is still some fighting going on between Greece and Turkey, while the others are making efforts to patch up "a peace agreement." It is likely, however, that the existing unsettled conditions over there are in part responsible for the wide margin between prices in Europe and in this country. It is only natural that importing countries should provide more abundantly for future needs than if everything were normal politically.—Murphy Grain Co.

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Protect yourself from loss of grain and money thru dishonesty. YOUR MEN, no doubt, ARE HONEST. If so, a bond will not hurt them. If not, a bond will protect you.

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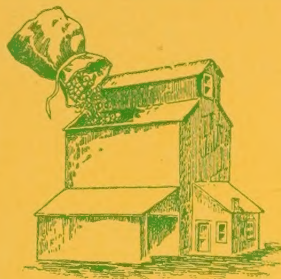
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